



# CITY OF NEWARK

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## SOUTH BERGEN STREET REDEVELOPMENT PLAN

Central Planning Board Hearing November 21, 2016

Adopted by Municipal Council January 5, 2017  
Ordinance #6PSF-b

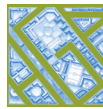


## SOUTH BERGEN STREET REDEVELOPMENT PLAN

City of Newark  
Essex County, New Jersey


November 2016

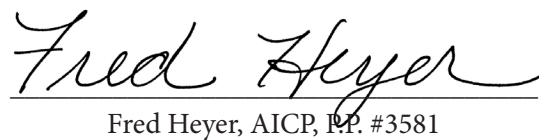
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The original of this report was signed and  
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# INTRODUCTION

South Bergen Street Redevelopment Plan

# INTRODUCTION

The achievement of revitalized and sustainable residential neighborhoods and commercial districts is key to realizing the City of Newark's long term planning and development goals. The portion of Bergen Street located in Newark's South Ward, in the Clinton Hill and Weequahic neighborhoods, is one such nexus of residential and neighborhood commercial activity. Historically, Bergen Street's commercial establishments and residential communities have supported one another. In recent decades, however, the corridor has seen an increase in vacant lots and deteriorated properties.

Other redevelopment initiatives are occurring in the area, including new development ideas for the Lyons Avenue corridor near the Newark Beth-Israel Medical Center, and the creation of an arts and culture corridor on Clinton Avenue centered on the revitalization of the former Clinton Trust Bank building into the Nina Simone House for artist live/work spaces. As a major connector between these areas, Bergen Street is poised to redevelop alongside these initiatives as a residential neighborhood and commercial

district where residents can benefit from new amenities and support new uses.

This document, the South Bergen Street Redevelopment Plan, considers opportunities, strategies, and implementation methods for advancing redevelopment initiatives within the South Bergen Street Redevelopment Area. The Plan is realistic in its acknowledgement and nuanced handling of existing land use patterns. Land use and design recommendations are guided by the preferences for desired retail outlets, building types, and streetscape improvements shared at community forums in March 2015, September 2016, and October 2016.

Overall, the Bergen Street Redevelopment Plan is a policy document and establishes regulations for the Area that promote the mixed-use growth of new retail establishments and residential developments that will cultivate Bergen Street into the dynamic commercial heart of the Clinton Hill and Weequahic neighborhoods.



## STATUTORY REQUIREMENTS

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the redevelopment area proposed to be acquired in accordance with the redevelopment plan;
5. Any significant relationship of the redevelopment plan to:
  - a. The Master Plans of contiguous municipalities;
  - b. The Master Plan of the County in which the municipality is located; and
  - c. The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" P.L. 1985, C398 (C52:18A-196 et al.).
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985 c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

The Redevelopment Plan includes each of these required sections, serving as a detailed guide for the revitalization of the South Bergen Street area of Newark.

Figure 1.A  
Redevelopment and Rehabilitation Properties within the  
South Bergen Street Redevelopment Area above I-78

HEYER GRUEL & ASSOCIATES

South Bergen Street Redevelopment Plan

November 2016



- |  |  |
|--|--|
|  Redevelopment Area Properties  |  South Bergen Street Redevelopment Area |
|  Rehabilitation Area Properties |  Neighborhoods                          |

0 0.025 0.05 0.1 Miles



Sources: Newark Master Plan 2012, NJDOT, NJGIN

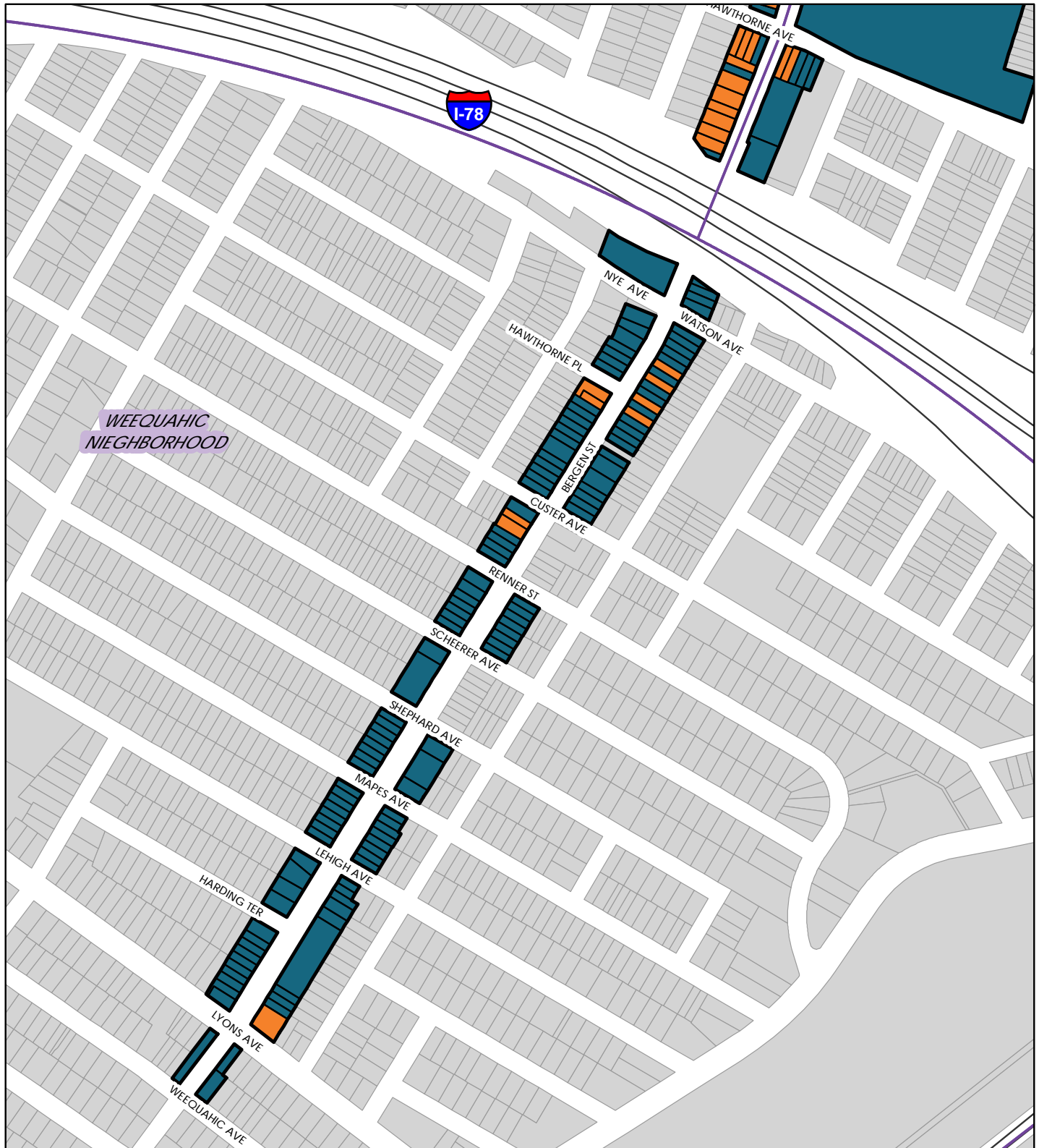


Figure 1.B  
Redevelopment and Rehabilitation Properties within the  
South Bergen Street Redevelopment Area below I-78

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South Bergen Street Redevelopment Plan

November 2016



- Redevelopment Area Properties
- Rehabilitation Area Properties
- South Bergen Street Redevelopment Area
- Neighborhoods

0 0.025 0.05 0.1 Miles

Sources: Newark Master Plan 2012, NJDOT, NJGIN



## PROCESS

South Bergen Street Redevelopment Plan



## PROCESS

In response to the current physical and economic conditions of South Bergen Street, Newark's Municipal Council decided to pursue the statutory Redevelopment process as a means for stimulating investment in the Bergen Street corridor. As established by the Local Redevelopment and Housing Law (LRHL) in N.J.S.A. 40A:12A-1 et. seq., municipal government can designate properties as an "Area in Need of Redevelopment" if they meet the criteria for designation in Section 5 of the LRHL.

The process for designating South Bergen Street an Area in Need of Redevelopment was initiated by Newark Municipal Council Resolution 7R3-A(S), adopted on January 13, 2015, authorizing the Planning Board to conduct a Redevelopment Study for the segment of Bergen Street between Madison Avenue to the north and Weequahic Avenue to the south. The corridor, which consists of 283 parcels, is herein referred to as the South Bergen Street Redevelopment Area (or "Redevelopment Area").

The redevelopment study of South Bergen Street identified 65 properties that meet the criteria in N.J.A.C. 40A:12A-5 for designation as an Area in Need of Redevelopment. The remaining parcels in the South Bergen Street Redevelopment Area were previously found to qualify as an Area in Need of Rehabilitation in 2005 as part of a City-wide Area in Need of Rehabilitation designation.

The South Bergen Street Redevelopment Area includes all of the properties originally authorized for study by the Municipal Council's January 2015 resolution 7R3-A(S), but 65 properties have been further designated as an Area in Need of Redevelopment with the condemnation option. All properties within the Redevelopment Area not designated an Area in Need of Redevelopment are instead designated an Area in Need of Rehabilitation per the City-wide designation. All of the properties in the Redevelopment Area are subject to the regulations established by this redevelopment plan. The redevelopment powers available to the City are greater for those 65 properties designated with the Area in Need of Redevelopment with the condemnation option than for those designated an Area in Need of Rehabilitation (see Figures 1 and 2: Redevelopment and Rehabilitation Properties within the South Bergen Street Redevelopment Area). A listing of the Redevelopment properties by block and lot is provided in Appendix A.



*A message from the Happy Street Signs project hangs from a stop sign on Bergen Street.*





# PLANNING CONCEPTS FOR URBAN CORE AREAS



South Bergen Street Redevelopment Plan

The South Bergen Street Redevelopment Plan will endeavor to incorporate innovative planning concepts that contribute to forward thinking revitalization efforts in inner-city urban core areas. The following concepts will contribute to, and be incorporated into the goals, objectives, and standards of the Plan.

## TRANSIT ORIENTED DEVELOPMENT (TOD)

TOD is a planning concept that has been implemented throughout the Country in response to the backlash against automobile-centric development and suburban sprawl. The goal of TOD is to develop neighborhoods that lend themselves to non-motorized forms of transportation, such as walking and biking, centered around meaningful transit connection. These types of development feature high densities, building design that provides attractive spaces at ground level to engage pedestrians, the provision of street furniture, landscaping, and other amenities to make walking desirable, and a mixture of uses that include places to live, work, and play in close proximity to each other.

## 20-MINUTE NEIGHBORHOODS

The emerging concept of “20-Minute Neighborhoods” is similar to Transit Oriented Development in that residential density, a mix of uses, and pedestrian activity are all priorities. The idea of 20-Minute Neighborhoods is that access to commercial services and amenities should be within a short walk of residences. People should be able to safely and comfortably walk to grocery stores, neighborhood retail options, and recreational amenities. The benefits of 20-Minute Neighborhoods are to reduce dependency on automobiles for short errands and other trips, to create a community in which pedestrians are safe and comfortable, and to spur economic development and employment opportunities for a range of neighborhood business.

## SMART GROWTH

Smart Growth is an approach to development that addresses environmental protection, social equity, public health, and economic sustainability. The concept encourages providing a mix of land uses and housing types at different price points, incorporating existing infrastructure and community assets into new development, promoting a mix of transportation types with particular focus on combining public transit and pedestrian amenities, the preservation of open space and environmentally sensitive areas, and involving citizens and stakeholders in the planning and decision making process. The State of New Jersey has defined Smart Growth Areas, which may then be used as one of several criteria for the implementation of programs by state agencies. The entirety of the City of Newark is considered to be within a Smart Growth Area.

## PINK ZONING

Pink Zoning is a concept that is in the early stages of development in several cities throughout the Country. The hypothesis underlying this idea is that zoning codes and land development regulations can be cumbersome, overly restrictive, and too complicated, thus constituting “red tape” for small developers and individuals to navigate. The theory is that removing some of these barriers by softening regulations or making them easier to navigate can spur innovative types of development that are not considered in traditional zoning regulations, and can eliminate barriers to entry for entrepreneurs and small scale proprietors.

## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED is a basic set of design principles that treat the physical environment as spaces that can either potentially enable or inhibit the likelihood that crimes will occur in those spaces. A key consideration of CPTED is making the streets and sidewalks safe for all users to get to their destinations. These principles should be viewed as an additional layer of design standards for all development applications. They should be applied to all reviews of public or private space, with particular emphasis placed on how a buildings' design, landscaping, lighting, or other components may impact public safety, either perceived or real.

## FORM BASED ZONING

Form based zoning is a type of development regulation that focuses on defining a desired physical environment for a community. Traditional zoning focuses primarily on uses and assigning areas where they may be permitted. Form based zoning controls building types and their relationship to streets and other public spaces. The size, shape, height, and other physical attributes are described in a combination of text and pictures to promote the development of the community in a particular scale and character. The strict regulation and separation of uses is not a priority for form based code; the assumption is that a mixture of compatible uses can co-exist within an environment that has a desirable form.



*Images of the South Bergen Street Redevelopment Area*



## AFFORDABLE HOUSING

Housing affordability is a constant struggle in New Jersey that can be exacerbated by successful urban redevelopment which can cause housing prices to rise substantially. The social sustainability of a neighborhood relies on offering a range of housing options. Affordable housing is an important concept to planning and redevelopment in urban areas. Requiring a “set-aside” of a portion of the housing units built in new multi-family residential developments is a tool used throughout the State to ensure that adequate provision is made for people with low and moderate incomes. Providing affordable housing in this way balances the effects of rising property values and ensures that new development targets residents from a mix of social and economic backgrounds.

## GREEN DESIGN & SUSTAINABILITY

The City of Newark adopted its Sustainability Action Plan in 2013. Newark is not alone among other major urban centers throughout the nation is exploring design standards, development requirements, and policy initiatives to make the social and built urban environment more sustainable. Sustainability is strongly connected to environmental protection and “green” design standards, but the concept also embraces social and economic aspects. Sustainability can be incorporated into planning for urban core areas by requiring “green” building and neighborhood design standards that require the physical components of the area to increase energy efficiency, reduce stormwater runoff, improve air quality and increase food sufficiency through locally grown produce. Planning for sustainability also acknowledges the economic needs of the area and incorporates standards that allow the appropriate mix of businesses and development for a given locale in the present and the future. The third leg of the table deals with the social aspects of sustainability. In the planning process that means involving key stakeholders and members of the community, acknowledging the history and culture that makes a neighborhood unique, and ensuring that there is an opportunity to balance the needs and desires of current residents with outside investment and development interests.

## PLACEMAKING

Placemaking is a planning process that seeks to “brand” a neighborhood with its own unique local character, culture, and assets. Placemaking seeks to develop unique, meaningful, and valuable public spaces through a collaboration between planners and professionals. Plans typically deal with the physical space, but placemaking seeks to integrate a cultural and social aspect to the process that considers how people live, work, and play in the community. The public outreach and stakeholder involvement process for the South Bergen Street Redevelopment Plan has sought to give residents a forum to express their ideas and visions in ways that can influence the Plan and make the Bergen Street Corridor a distinct high quality urban place.



source: modelmedia.com

Placemaking and green design are both core concepts for development on Bergen Street.



source: Jetson Green

# COMMUNITY AND STAKEHOLDER ENGAGEMENT



South Bergen Street Redevelopment Plan

Prior to the Redevelopment Study, a community forum was held in March 2015, during which residents and community stakeholders shared their opinions of desirable retail mix, building typologies, recreation elements, and streetscape improvements for Bergen Street. Participants completed a survey, which compared a number of development options for building types, uses, streetscape elements, and recreational facilities. Residents voiced a preference for the following:

## Building Types and Uses

- Residential densities of mid-rise (4- to 6- story) multifamily buildings were preferred over detached single-family dwellings.
- Three-story mixed-use buildings with first-floor retail and residential/office uses on top floors were the preferred commercial building type.
- Specific types of desired retail establishments included clothing store, shoe store, bookstore, pharmacy, coffee shop, artist colony, fresh fruit market, ethnic restaurant, outdoor dining, florist, and plant nursery.

## Street Scape Improvements and Amenities

- Wide sidewalks able to accommodate outdoor café seating and streetscape elements such as trees and benches.
- The installation of planters, façade improvements, ornamental street lights, custom sidewalk paving with unique colors, materials, and/or patterns, and additional crosswalks that would make the district more pedestrian-friendly.
- Recreation including shopping and dining options.

Based on this initial input, the project team developed a set of preliminary use and design standards for the South Bergen Street Redevelopment Area. These standards were presented at another community meeting on September 29, 2016 for feedback from residents and stakeholders. Engagement activities included a presentation of the draft standards, an interactive poster-board exercise during which community members wrote their comments on proposed building types, and an “open-mic” session during which participants could raise questions and concerns.

General themes that were discussed include:

- The limitation of building heights
- Fostering economic development with new commercial tenants
- Opening the corridor to live-work spaces and makers spaces
- Requiring quality building materials
- The provision of open space areas, recreation areas, and community facilities
- Support for streetscape and façade improvement programs, and
- Possibilities for parking and roadway/sidewalk configuration.



*Participants at  
the community  
meeting, held  
September  
29, 2016*





## EXISTING CONDITIONS

South Bergen Street Redevelopment Plan

## LOCATION AND DESCRIPTION

The City of Newark is approximately 26 square miles in size and is located in southeastern Essex County. The City is bordered to the west by Bloomfield, East Orange, South Orange, Maplewood, and Irvington; to the north by Belleville, Harrison, and Kearny; to the south by Elizabeth and Hillside; and to the east by Newark Bay. Newark is the largest city in New Jersey with a population of 277,140 in 2010. Serving as a central hub for shipping, air, and rail, Newark is a nucleus for the movement of people and cargo and is considered a gateway to the New York metropolitan area.

The City is comprised of five wards, each made up of several distinct and diverse neighborhoods. The South Bergen Street Redevelopment Area is located in the South Ward in the Clinton Hill and Weequahic neighborhoods (see Figure 3: South Bergen Street Redevelopment Area within Newark). The Redevelopment Area extends from Madison Avenue to Weequahic Avenue, and is divided by Interstate-78 at the border of the Weequahic and Clinton Hill neighborhoods.

North of I-78, Bergen Street is considered the boundary between the Upper Clinton Hill and Lower Clinton Hill neighborhoods. South of I-78, Bergen Street runs through the Weequahic neighborhood, so named for its proximity to Weequahic Park. Large residential communities of single-, two- and three-family housing units surround Bergen Street, as well as sporadic higher-density multifamily developments.

## DEMOGRAPHICS

Census data provides a means for describing some of the characteristics of the neighborhoods surrounding Bergen Street, important to understand because this population is the target market of new mixed-use developments, community commercial establishments, and public infrastructure.

Using the most recent 2010 Decennial Census boundaries, the South Bergen Street Redevelopment Area spans nine census tracts. The population of these tracts in 2010 was 26,842 persons and 9,889 households. Average household size ranged from 2.36 to 3.08 persons across the tracts. Average family size ranged from 3.06 to 3.51 persons. Overall, the Redevelopment Area is in proximity to a younger population with approximately 43% of households including one or more children under 18 years of age. Approximately 20 percent of households in proximity to the Redevelopment Area include at least one person who is 65 or older.

There were 11,602 available housing units in 2010, 9,889 of which were occupied, yielding a vacancy rate of approximately 15 percent. Of the occupied housing units, approximately 22 percent were owner-occupied.

The South Bergen Street Redevelopment Area is located in a majority black or African American community, with about 89 percent of the population belonging to this group. Approximately four percent of the population identified as white, two percent as two or more races, and less than one percent identified as American Indian or Native Alaskan, Asian, or Hawaiian or Pacific Islander. Nine percent of the area population identified as Hispanic or Latino of any race.

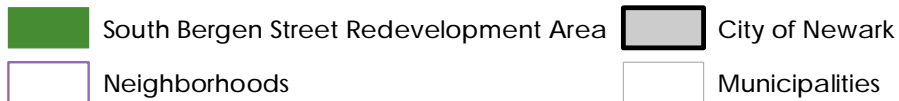
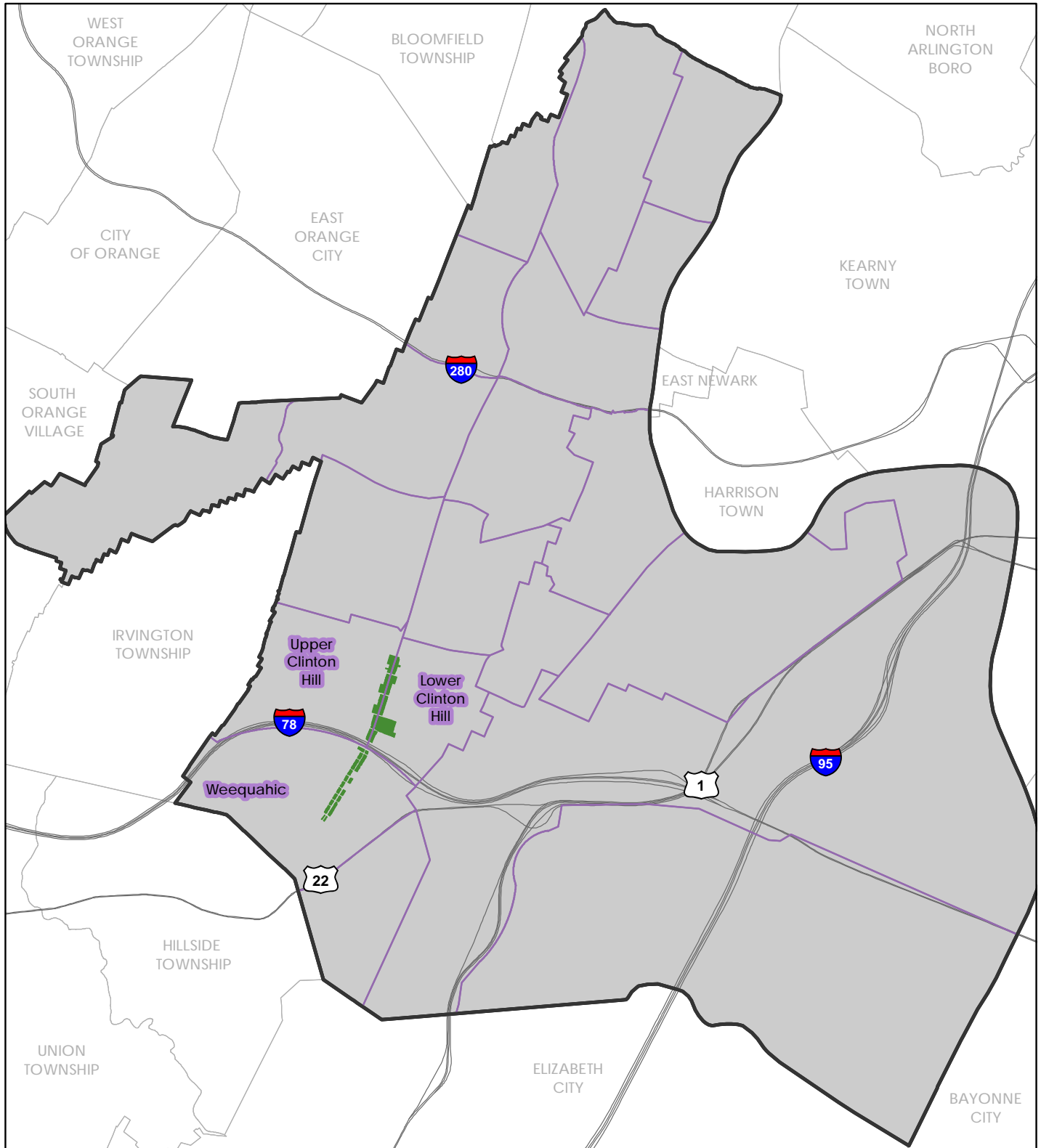
According to American Community Survey Data 2013 five-year estimates, median household income in the South Bergen Street area ranges from \$19,704 to \$51,587. Tracts at the higher end of this range are located below I-78. Many of the households in the area do not own a vehicle (36%). Most households (44%) have access to one vehicle.

Figure 2  
South Bergen Street Redevelopment Area within Newark

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South Bergen Street Redevelopment Plan

November 2016



Sources: Neighborhoods from Newark Master Plan 2012





Figure 3  
Census Tracts overlapping and near to  
Redevelopment Area

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South Bergen Street Redevelopment Plan

November 2016



- Census Tracts
- Redevelopment Area
- Bergen Street

0 0.15 0.3 0.6 Miles



Sources: Newark Master Plan 2012, NJDOT, NJGIN (2013 draft parcels)



## EXISTING LAND USE

The South Bergen Street Redevelopment Area has a diverse mixture of existing land uses including commercial establishments, residences, religious centers, industrial operations, day care facilities, and public uses including a library, police station, and fire station. There are also a considerable number of vacant parcels located throughout the Area. Though Bergen Street bridges the Weequahic and Clinton Hill neighborhoods, distinctive development patterns are observed in the Redevelopment Area north and south of I-78 (see Figure 4.A: Existing Land Use Clinton Hill and figure 4.B: Existing Land Use Weequahic.)

Approximately one quarter (25%) of the Area is devoted to residential uses. The majority of these residential units are located in the northern, Clinton Hill area of the Redevelopment Area. However, housing units also dominate a two-block portion of Bergen Street south of I-78, between I-78 and Custer Avenue.

Commercial properties occupy approximately another quarter of the corridor's land area, and are the dominate land use south of I-78. The portion of Bergen Street extending from Lyons Avenue to Custer Avenue is the most active and viable commercial hub of the Redevelopment Area. These 13 blocks serve as a main shopping district of the Weequahic neighborhood. A small cluster of commercial activity is located in the Clinton Hill area at the intersection of Bergen Street and Clinton Avenue.

The third largest land use category is publicly-owned vacant land. Scattered throughout the Area, public vacant land accounts for approximately 19% of the Redevelopment Area and ranges in size from small, individual residential properties to larger assembled properties. In addition to public land, seven percent of the Redevelopment Area is classified as privately-owned vacant land. It is worth noting that taken together, public and private vacant land accounts for 26% of the Redevelopment Area, meaning that vacant land occupies the largest portion of the Redevelopment Area. Many of these properties offer substantial opportunity for

development and are discussed further in the Opportunity Sites section of this Plan.

A significant number of religious centers are interspersed throughout the Redevelopment Area, accounting for seven percent of total land area. The majority of these buildings are small, single-story structures.

In sum, the South Bergen Street Redevelopment Area is nestled within a larger residential district. The corridor itself is a mixed-use area hosting a combination of residential, commercial, industrial, public, and religious uses on relatively small properties interspersed with vacant lots. Though the Redevelopment Area has similar characteristics over its extent, clear differences in the existing pattern of development emerge in the comparison of Bergen Street south of I-78 in the Weequahic neighborhood and Bergen Street north of I-78 in the Clinton Hill neighborhoods.

Figure 4.A  
Existing Land Use in Redevelopment Area - Bergen Street Clinton Hill

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South Bergen Street Redevelopment Plan

November 2016



Property Class	Vacant (1)	Commercial (4A)	Public property (15C)	Unknown
	Residential (2)	Industrial (4B)	Churches/charitable (15D)	
	Apartment (4C)	Public school (15A)	Other Tax Exempt (15F)	

0 105 210 420 Feet NORTH

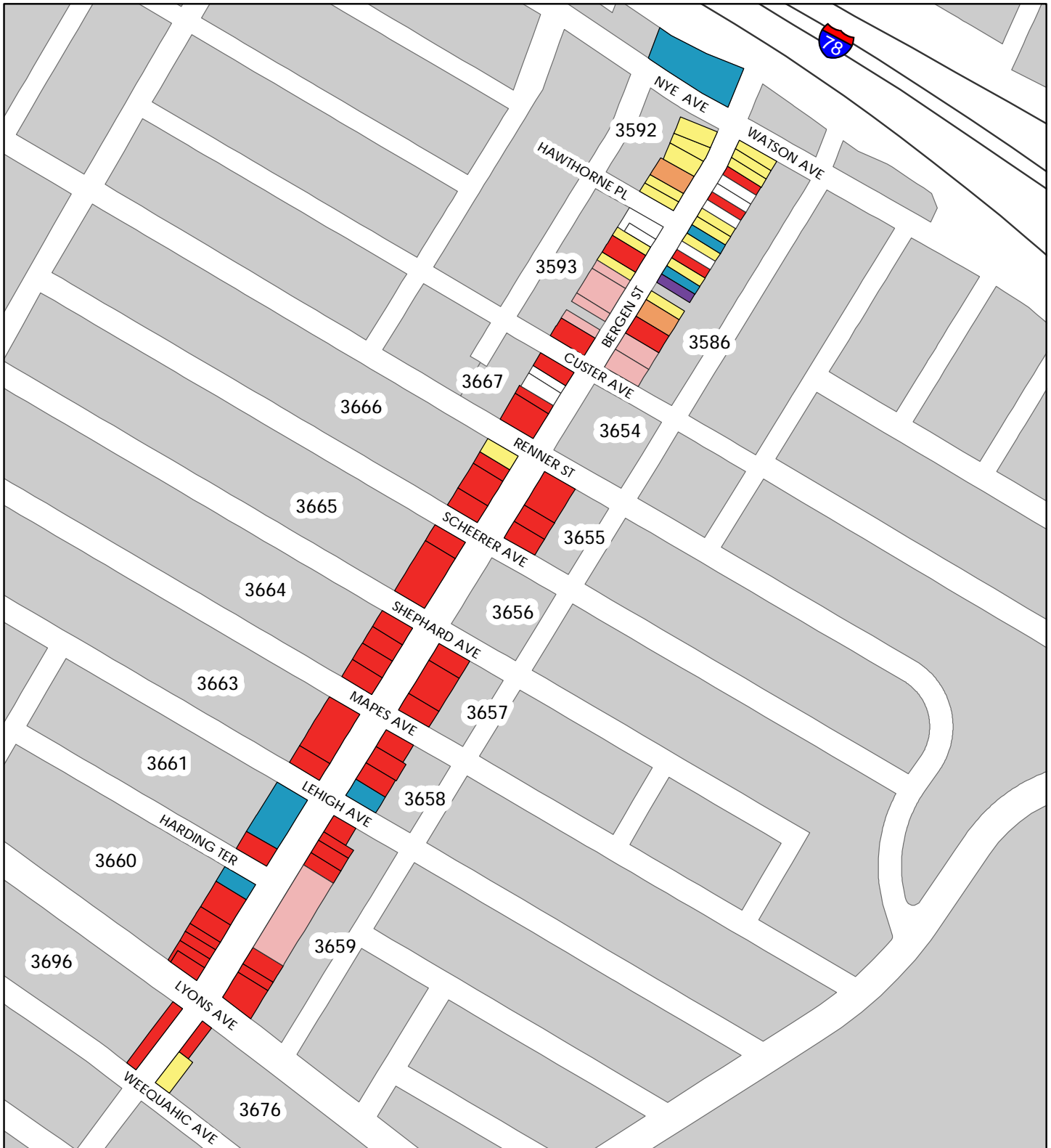
Source: Mod IV Assessment Database as of 2/19/2015

Figure 4.B  
Existing Land Use in Redevelopment Area - Bergen Street Weequahic

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South Bergen Street Redevelopment Plan

November 2016



Property Class	Vacant (1)	Commercial (4A)	Public property (15C)	Unknown
	Residential (2)	Industrial (4B)	Churches/charitable (15D)	
	Apartment (4C)	Public school (15A)	Other Tax Exempt (15F)	

0 85 170 340 Feet  
NORTH

Source: Mod IV Assessment Database as of 2/19/2015

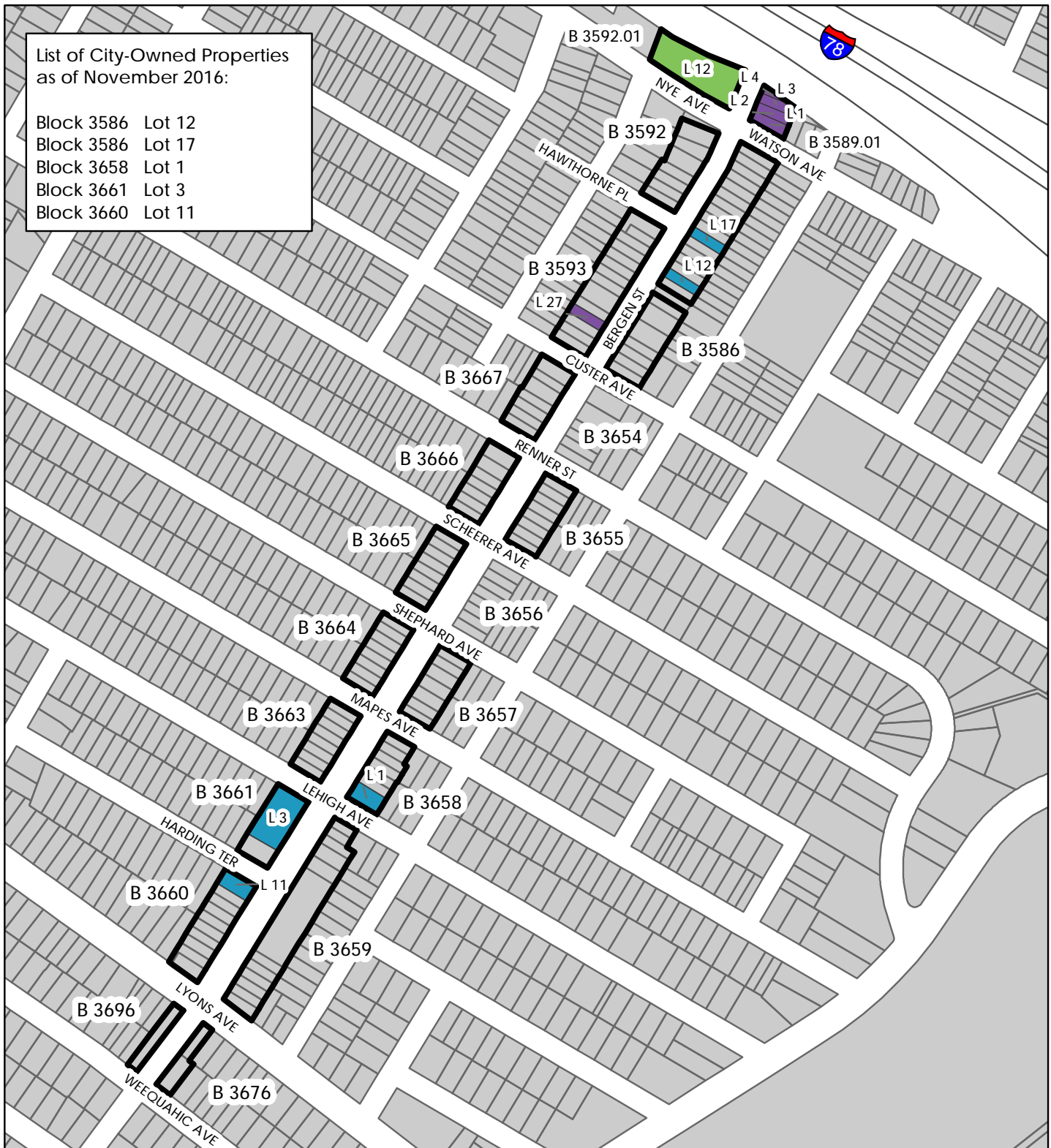




Figure 5.B  
City-Owned Properties and Parcels under  
Other Public Ownership below I-78  
South Bergen Street Redevelopment Plan

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November 2016



Owner

CITY OF NEWARK  
HOUSING AUTHORITY  
NJDOT  
OWNER UNKNOWN

Redevelopment  
Area

0 85 170 340 Feet  
NORTH

Source: Mod IV Assessment Database as of 2/19/2015

# EXISTING CONDITIONS

## COMMUNITY FACILITIES

A variety of community facilities, including fire and safety, medical, cultural, recreational, and educational institutions, are located within the Redevelopment Area and its surroundings (see Figure 5: Community Facilities). A new Police Station is located on the northeast corner of Bergen Street and Clinton Avenue, and a police substation is at the intersection of Bergen Street and Mapes Avenue. The Weequahic section hosts a fire house at the northeast corner of Bergen Street and Lehigh Avenue

The Clinton Branch of the Newark Public library is located between Bigelow Street and Runyon Street. The library was the fourth branch to be established when it originally opened its doors in December 1925, and still retains its original architecture. The Weequahic Branch is also located in proximity to Bergen Street.



*Bergen Street's fire station.*

The only school located directly within the Redevelopment Area, William H. Brown Jr Academy middle school between Clinton Avenue and Bigelow Street, is now closed.

Three public schools and two charter schools are located within blocks of Bergen Street, including Early Childhood Academy South, Belmont Runyon Elementary School, Peshine Avenue Elementary School, North Star Academy Clinton Hill Middle School, and TEAM Academy. Other schools located in proximity of the corridor include



*Clinton Branch of the Newark Public Library, located on Bergen Street.*

University High School, Hawthorne Avenue School, Malcom X Shabazz High School, and the Cavalry Christian School.

Three parks are positioned within a quarter mile of Bergen Street, including Badger Ave Park, Mildred Helms Park, and Weequahic Park. The first two are pocket and mid-sized neighborhood parks, while the third, Weequahic Park, is a large 311-acre county park containing a pond, a public golf course, and large grounds designed by the Olmsted Brothers, famed landscape architects. Further afield of the study area are Herpers Park, Homestead Park, Hunterdon Street Park, and a playground associated with the Boys and Girls Club of Newark, all small neighborhood or pocket parks. Also of note is the future South Ward Community Center, planned for construction just outside of the Redevelopment Area at Chadwick and Clinton Avenues, and Mayor Ras Baraka's Little City Hall, an outpost from which municipal programs, such as the 2015 Community Street Teem initiative, are run.

Perhaps the most significant community facility from the perspective local redevelopment in the Bergen Street area is the Newark Beth Israel Medical Center (NBIMC), located two blocks from the Redevelopment Area on Lyons Avenue.

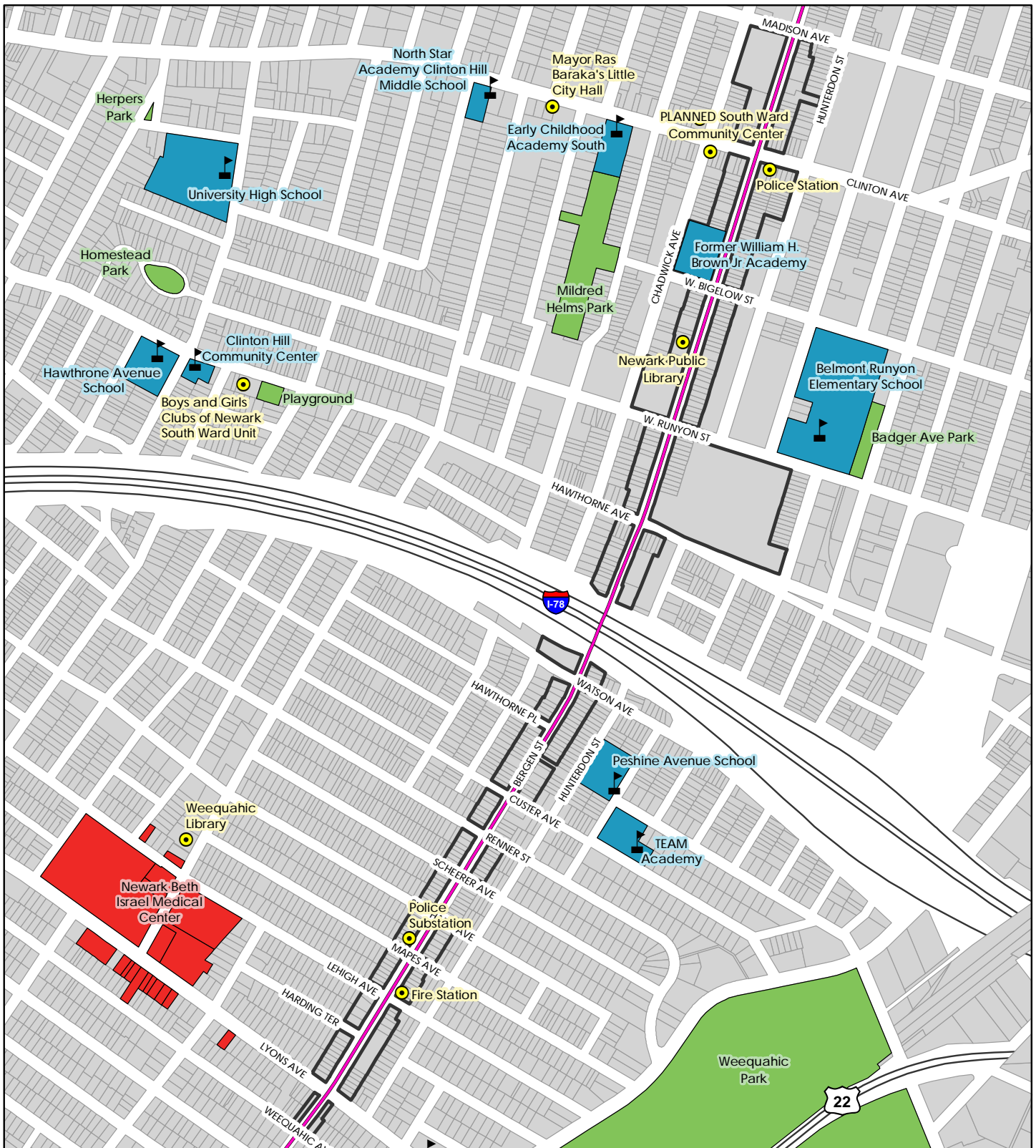


Figure 6  
Community Facilities

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South Bergen Street Redevelopment Plan

November 2016



- Schools
- Parks
- Bergen Street
- Newark Beth Israel Medical Center
- Redevelopment Area
- Safety and Cultural Facilities

0 0.05 0.1 0.2 Miles



Sources: Newark Master Plan 2012, NJDOT, NJGIN (2013 draft parcels)

## EXISTING CONDITIONS



*Playground in Weequahic Park*  
(source: childesafeproducts.com)



*Cricket match in Weequahic Park*  
(source: newarkhistory.com)

NBIMC is a highly ranked, growing medical facility that is expected to prosper into the future. The recently-published Greater Newark Healthcare Services Evaluation notes that it is the home of the Children's Hospital of New Jersey, and is one of the highest-performing programs in cardiology and heart surgery in the country.<sup>1</sup>

In testing various scenarios for reducing repetitive services and excess capacity across Newark's five major hospitals, the Evaluation recommends measures that would expand NBIMC in the short-term, including the transfer of both Inpatient Pediatrics services and Cardiovascular Surgery services currently performed at Saint Michaels Medical Center and University Hospital to NBIMC. The report's long-term recommendation is to execute the functional and operational integration of NBIMC and University Hospital into a state-of-the-art regional medical center, such that all inpatient services would be located on an expansion of the University Hospital campus in the University Heights Neighborhood. The existing NBIMC facility on Lyons Avenue would then be converted into a major comprehensive ambulatory campus, providing emergency services, ambulatory surgery, imaging, outpatient services, and physician's offices. The existing Cancer Center would also remain.

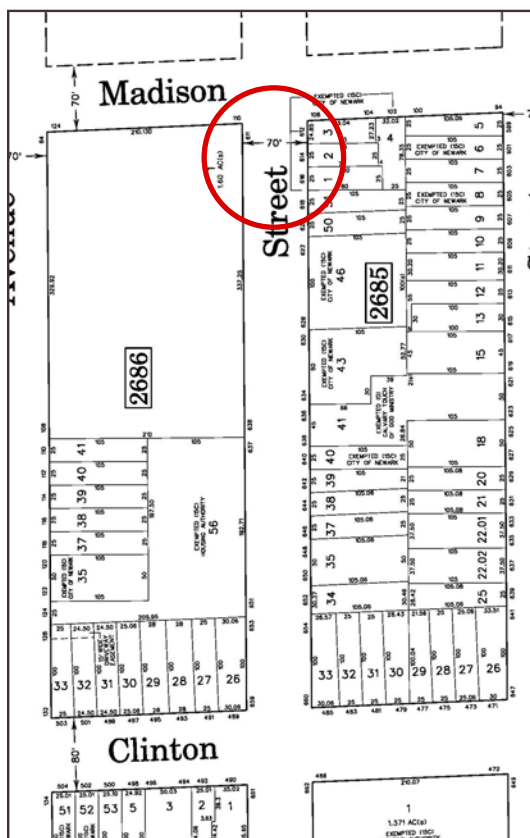
1. Prepared by Navigant Consulting, presented to the New Jersey Health Care Facilities Financing Authority on March 2, 2015.

As an anchor institution, NBIMC is a tremendous source of area employment. Employees of all positions and income levels may wish to live near the hospital, but see a lack of housing choice or other amenities like quality restaurants and shopping. The revitalization of Bergen Street as a nearby neighborhood commercial corridor, emanating outward from the intersection of Bergen Street and Lyons Avenue, would greatly contribute to the desire of NBIMC employees to live near where they work, also providing new commercial and entertainment amenities for existing residential neighborhoods in Weequahic Park and Clinton Hill. A 2005 Neighborhood Study of the NBIMC area also recognizes the potential for a symbiotic, mutually-nourishing relationship between the residential blocks surrounding the hospital, and the Bergen Street Corridor, listing the re-establishment of Bergen Street as "The Retail Street" in the broader community.<sup>2</sup>

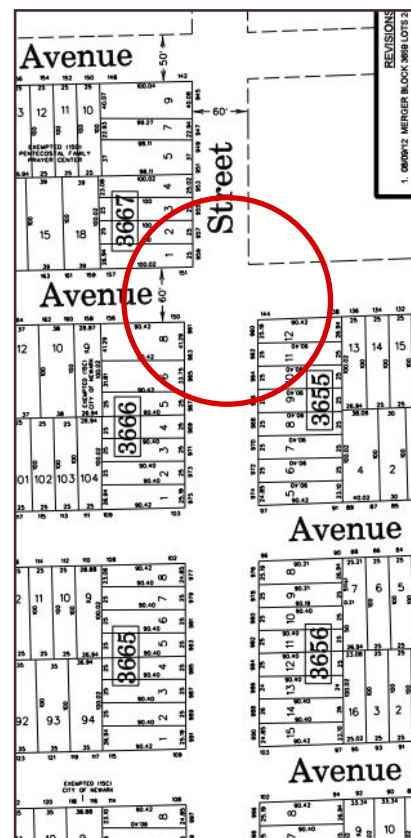
2. Newark Beth Israel Medical Center Neighborhood Study, prepared by Ehrenkrantz Eckstut & Kuhn Architects

## CIRCULATION

Numerous City documents (including the 2012 Master Plan) identify Bergen Street as a major corridor that connects residential neighborhoods to downtown. Bergen Street is a local road maintained by the City. The width of the cartway<sup>3</sup> and right-of-way<sup>4</sup> varies throughout the Redevelopment Area. North of I-78 in Clinton Hill, the right-of-way width ranges between 55 and 70 feet. In that same area, the cartway width is consistently 40 feet. South of I-78 in Weequahic there is even greater variation. The cartway width shifts from 35 feet in the segment between I-78 and Renner Avenue to 50 feet between Renner Avenue and Lyons Avenue, then back to 35 feet between Lyons and Weequahic Avenues. A similar pattern of breaks occurs in the width of the right-of-way, which measures approximately 55 feet between I-78 and Renner Avenue and between Lyons and Weequahic Avenues. Between Renner and Lyons Avenues the right-of-way expands to a 70 to 80 foot width.



A 70-foot Right-of-Way in the northern portion of the study area, reflected in City tax maps.



The transition from a 60-foot Right-of-Way to an 80 foot Right-of-Way along Bergen Street, at the intersection of Renner Avenue.

3. The area of the street, from sidewalk to opposite sidewalk.

4. The area, inclusive of the cartway and sidewalks, from front lot line to opposite lot line.



Bergen Street's configuration remains the same for the full extent of the Redevelopment Area. There is one travel lane in each direction. On-street parallel parking is available on both sides of the street. Sidewalks adjoin both sides of the street, providing an important pedestrian connection on the portion of Bergen Street that bridges Clinton Hill and Weequahic over I-78. There are no bike lanes or other specialized transportation infrastructure (i.e. buffers, dedicated bus lanes, etc).

Newark's public transit system serves the Redevelopment Area with several bus lines along Bergen Street and cross streets. Lines 99 and 39 run down Bergen Street. Line 99 extends straight from Madison Avenue to Lyons Avenue, while line 39, an 'S-shaped' route with relation to Bergen Street, runs east-west on Lyons Avenue, turns up Bergen Street and finally veers east into Lower Clinton Hill at West Bigelow Street. Many connections are available to east-west bus routes on Bergen Street, including the 13, 27, and 37 lines. In total, 23 bus stops are present within the Redevelopment Area (see Figure 6: Circulation).

Figure 7  
Circulation

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South Bergen Street Redevelopment Plan

November 2016



- Bus Stops
- Bus Routes
- Redevelopment Area

0 0.05 0.1 0.2 Miles ▲ NORTH

Sources: NJDOT, NJGIN (2013 draft parcels)

# EXISTING CONDITIONS

## BUILDING TYPES AND CONDITIONS

The Area's building stock is a combination of newly constructed or renovated structures and substandard buildings that are abandoned, dilapidated or obsolete. The majority of the newly renovated or constructed buildings are residential uses. Many of the existing commercial structures appear to be abandoned.

Most buildings in the Redevelopment Area are one to three stories, giving the area a low- to medium-density semi-urban feel. Residences are typically 2 ½ to three-story one- and two-family homes. There are also two larger multi-family apartment buildings located in the Clinton Hill segment of the Redevelopment Area (see Figure 8 for existing residential building types). Development on the commercial blocks south of I-78 consists of one- to three-story mixed-use buildings with ground floor retail and residences and/or offices occupying the upper floors (see Figure 9 for existing commercial building types).

Foreclosure status affects a number of properties on Bergen Street, particularly in the northern Clinton Hill section. Properties with tax liens on Bergen Street are typically vacant lots. The City has assumed responsibility for the maintenance of these properties. Teams were observed cutting grass and collecting trash during a recent site visit.

There are existing development proposals and approvals for select properties in the South Bergen Street Redevelopment Area (see Figure 7: Current Development Proposals). Above I-78, a proposal for a dialysis center at the intersection of Runyan Street and Bergen Street has been put forward. The proposed use is in keeping with the goal of establishing medical uses that build off of the presence of Newark Beth Israel Medical Center.

In January 2015, the Zoning Board approved two mixed-use buildings in the southerly portion of the Redevelopment Area. On block 3661, a large vacant property at the corner of Lehigh Avenue and Bergen Street is approved for development with an eight-story mixed-use building with 56 residential units above ground-floor retail space. On the next



*Posted rendering of the approved four-story mixed-use building.*

block south, a smaller vacant property at the corner of Harding Terrace and Bergen Street has been approved for development of a four-story mixed-use building with 10 residential units above a community center space. Construction has not begun on either property. The creation of an eight-story building is a departure from the existing- scale of development on Bergen Street, representing a first move toward taller, higher-density buildings.



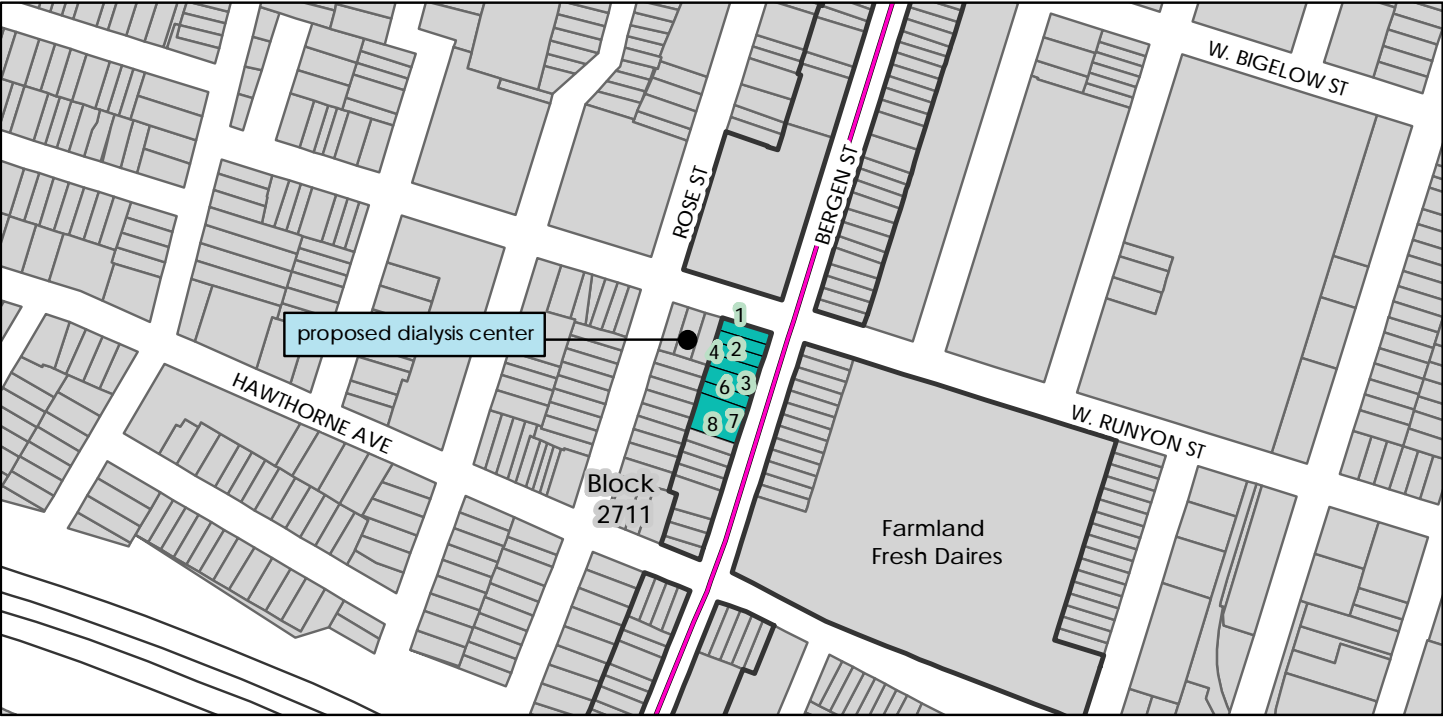
Figure 8  
Current Development Proposals

HEYER GRUEL & ASSOCIATES

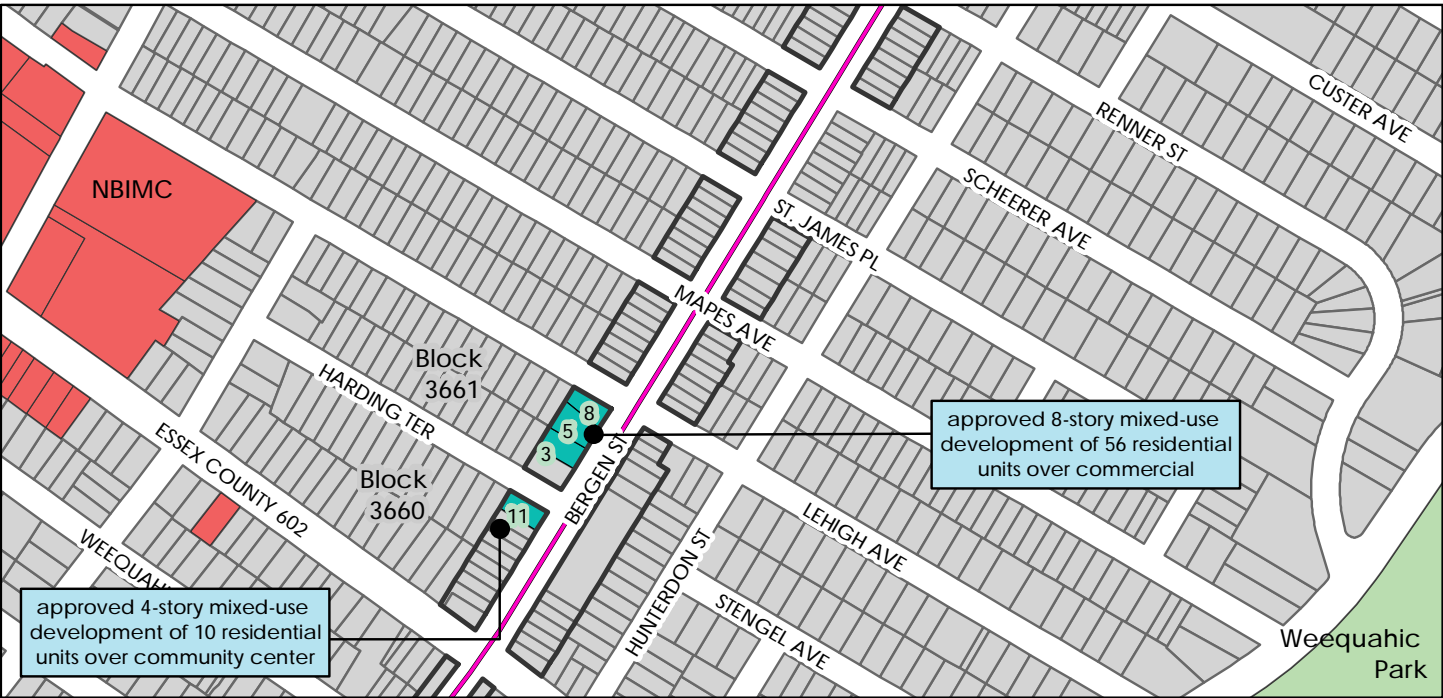
South Bergen Street Redevelopment Plan

November 2016

### North Redevelopment Area



### South Redevelopment Area



Existing Development Proposals    Redevelopment Area    Bergen Street

Figure 9: Existing Residential Building Types



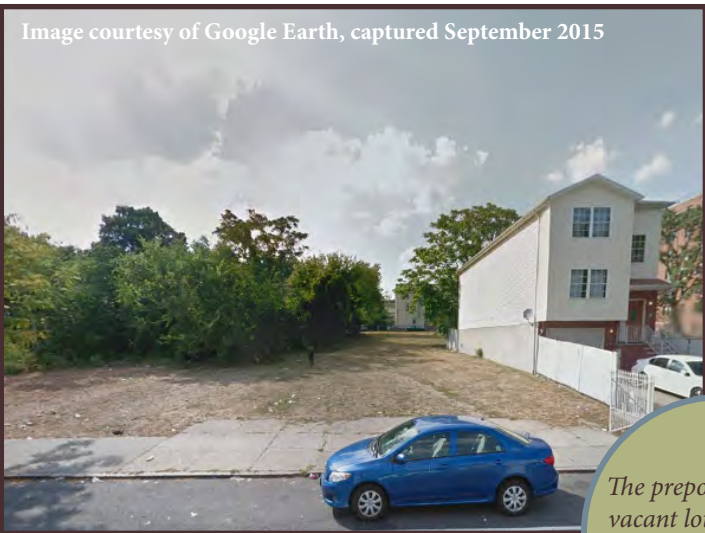
Location: Bergen Street and Madison Avenue



Location: Between Hawthorne Place and Custer Avenue

Typical three-story, two- to three- family residential housing units on Bergen Street.

Figure 9: Existing Residential Building Types



Location: Between Runyon Street and Hawthorne Avenue



Location: Between W. Bigelow Street and Runyon Street

The preponderance of vacant lots on Bergen Street creates isolated residential properties.



Figure 9: Existing Residential Building Types



*Location: Between W. Bigelow Street and Runyon Street*



*Location: Between I-78 and Hawthorne Place*

*Newer residential construction on Bergen Street.*

Figure 10: Existing Commercial Building Types



*Location: Between Runyon Street and Hawthorne Avenue*



*Location: Bergen Street and Lyons Avenue*

*Examples of one- to three story commercial mixed-used buildings in the Redevelopment Area.*

*Many buildings have second and third floor residential units. Architecture in the commercial corridor is extremely varied.*

EXISTING CONDITIONS

Figure 10: Existing Commercial Building Types



Location: Bergen Street and Renner Avenue



Location: Between Lehigh Avenue and Lyons Avenue



Location: Bergen Street and Shephard Avenue

## REGULATORY DESIGNATIONS

### City-Wide Area In Need Of Rehabilitation Designation

The entire City of Newark was designated an Area in Need of Rehabilitation in 2005 by Municipal Council Resolution #7RDO (AS) on the basis that water and sanitary sewer utility infrastructure throughout the City is at least 50 years old and in need of maintenance or repair. In areas of Newark for which a Redevelopment Plan has been adopted on the basis of the Rehabilitation designation, the governing body is empowered to establish Redevelopment Agreements, institute new land use controls, create 5-year tax abatement programs, and transfer property without bid.

This Redevelopment Plan utilizes the City-wide Area in Need of Rehabilitation designation for the 212 lots within the South Bergen Street Redevelopment Area that were not found to meet the LHRL Redevelopment Criteria. These lots thus remain within the Redevelopment Area, and the aforementioned redevelopment powers can be used in this Area in Need of Rehabilitation.

### Bergen South Redevelopment Plan

A previous redevelopment plan exists for part of the South Bergen Street Redevelopment Area. In December 2008, the Bergen South Redevelopment Plan was adopted, based on Newark's City-wide Area in Need of Rehabilitation designation, for the segment of Bergen Street between I-78 and Lyons Avenue. The redevelopment plan established a set of land use controls to supersede previous zoning designations for the area.

Redevelopment objectives listed in the previous plan are threefold:

1. Establish a vibrant neighborhood commercial area with a mix of suitable land uses.
2. Encourage redevelopment that is consistent with the surrounding neighborhood.
3. Integrate attractive and modern urban design standards for signage and building facades that promote the revitalization of the neighborhood.

Land use controls in the Bergen South Redevelopment district blend elements of Newark's existing C-1 neighborhood commercial and C-2 community commercial districts. A number of commercial retail and service uses are permitted. Residences above first floor structures and live-work spaces for artists are the only residential uses permitted.

### Zoning

Properties in the South Bergen Street Redevelopment Area are located in seven zoning districts. North of I-78, properties fall into one of six different residential, commercial, or industrial zone districts: high-rise multifamily residential; low-rise multifamily residential; one-to-three family and townhouse residential; neighborhood commercial; community commercial; and light industrial.

Most of the residential properties in this northern section belong to the mid-density low-rise multifamily and one-to-three family and townhouse zones, giving these areas a semi-urban feel. Residential character is purposefully preserved by limiting the variety of commercial uses that are allowed. The commercial districts are meant to serve the everyday retail needs of a local neighborhood with convenient shopping and med-level densities that promote the establishment of vibrant community centers. The light industrial zone provides space for low-impact industrial uses that can be compatible with adjacent residential neighborhoods.

As described previously, the vast majority of properties below I-78 are located in the 2008 Bergen South Redevelopment Plan district. Three remaining parcels below I-78 are located in community commercial and medium-density residential districts.

Overall, the zoning in the South Bergen Street Redevelopment Area has set the corridor up for medium-density residential and neighborhood commercial activity. The zoning pattern also indicates how this portion of Bergen Street has been treated as a place of transition, where residential neighborhoods meet commercial and light industrial uses. Looking at the zoning map, the Redevelopment Area's



northern segment is fragmented by the inclusion of many zoning districts across a small geographic area. It seems as though South Bergen Street has been viewed as an edge, a peripheral area where neighborhoods, blocks, and land use zones meet. On the ground, this has translated into a mixed-use area, but one that is lacking a cohesive feel and development pattern along the extent of the corridor. The land use controls put forth in this Plan seek to maintain the mixed-use nature of South Bergen Street, while also solidifying the corridor itself as a unified, interrelated place and a well-defined destination.

### Bergen-Lyons-Clinton Special Improvement District

Almost all of the Redevelopment Area is located in the Bergen-Lyons-Clinton Special Improvement District (BLCSID). Established in 2013, the BLCSID covers a U-shaped area along Bergen Street, Lyons Avenue, and Clinton Avenue inclusive of over 300 commercial properties and Beth Israel Hospital.

Special Improvement Districts, authorized by state statute and created by municipal ordinance, are areas in which a special assessment is levied on commercial properties for the purpose of advancing business corridor revitalization. Funds are put toward investments in supplemental services that improve the district. Such services may include, but are not limited to: sanitation; public safety; infrastructure and streetscape improvement; and district marketing. Policy decision-making, resource allocation, and project implementation for the BID are undertaken by a Board of Directors, typically comprised of stakeholders from the BID's business community, residents, and usually at least one municipal official. The BLCSID is managed by the BLCSID Partnership, Inc (see Figure 10: Improvement Programs Area Map).

### Urban Enterprise Zone

The City of Newark participates in the New Jersey Urban Enterprise Zone (UEZ) Program. The Bergen Street corridor is a designated UEZ eligible area. Present or

future commercial establishments located in the majority of the South Bergen Street Redevelopment Area are able to participate in the program. Benefits of participation include reduced sales tax, tax-free purchases on certain durable goods, subsidized unemployment insurance costs, energy sales tax exemptions (for larger commercial establishments), tax credits for newly hired employees, and access to low-interest loans and technical assistance from the New Jersey Economic Development Authority.

In other UEZ areas of Newark, local programs have financed façade improvement grants, implemented a neighborhood streetscape program, completed park restoration, and provided business technical assistance and urban enterprise loan funds.

### Newark's Model Neighborhood Initiative

To the west of the South Bergen Street Redevelopment Area, a single-family residential neighborhood in Upper Clinton Hill is part of Newark's Model Neighborhood initiative, a program which aims to identify and alleviate existing quality of life and public safety issues while improving the physical environment of selected areas. The Model Neighborhood district extends to Chadwick Avenue, one block west of Bergen Street. Though the Redevelopment Area sits outside of the Model Neighborhood area, this Plan and future redevelopment should work in concert with the program's initiatives. At least one major project, conversion of the long-vacant Clinton Trust Company Bank into the Nina Simone Artist Housing live-work residences, is already planned in the vicinity of Bergen Street. The tenants and activities that emerge from these new projects can have a positive impact on Bergen Street, provided that the Redevelopment Area become an attractive destination for events, shopping, and leisure activities.



Figure 11  
Improvement Programs Area Map

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South Bergen Street Redevelopment Plan

November 2016



■ BCL Special Improvement District (BCLSID) ONLY

■ Urban Enterprise Zone (UEZ) ONLY

■ BOTH BCLSID and UEZ

■ Model Neighborhood Initiative Area

■ South Bergen Street Redevelopment Area

0 0.05 0.1 0.2 Miles  
NORTH

Sources: NJDOT, NJGIN (2013 draft parcels), newarkuez.org



## PLAN VISION

Bergen Street Redevelopment Plan





The South Bergen Street Redevelopment Area is a principal neighborhood commercial corridor that should serve as the principal north-south connection and neighborhood retail corridor between anchor institutions and new City initiatives in the Weequahic and Clinton Hill neighborhoods. Its redevelopment should reflect and strengthen the connections to these places, including Newark Beth Israel Medical Center, Weequahic Park, and the newly proposed arts district around the Nina Simone house along Clinton Avenue.

Land uses and design standards should explicitly convey the culture of health and wellness, recreation, and arts that surrounds Bergen Street. As surrounding residential neighborhoods also redevelop around NBIMC, Weequahic Park, and Clinton Hill, Bergen Street should have a mix of retail, restaurants, entertainment and other services that serve as amenities to and meet the daily needs of the surrounding population.







## PLAN PRINCIPLES

South Bergen Street Redevelopment Plan

Four principles guide the strategies and standards put forward in this redevelopment plan.

## 1. Bergen Street will benefit from significant mixed-use redevelopment that works with, not against, existing development patterns and activity nodes

After extensive research into tax assessment data and site visit observations, it is clear that distinct development patterns characterize different portions of South Bergen Street. As described above, the area of Bergen Street above I-78 is a more residential area, while the section of Bergen Street in the Weequahic neighborhood is a core commercial corridor. This Plan acknowledges these differences with an approach that creates redevelopment strategies tailored to each segment. It treats the commercial areas between Weequahic and Custer Avenues and between Madison Avenue and West Bigelow Street similarly. These areas are differentiated from the middle segment between West Bigelow and Hawthorne Place, wherein a more heavily residential scheme is suggested.

### Commercial Corridor

The revitalization of the commercial corridor is both a challenge and an opportunity for land-use and development. The commercial corridor should support the surrounding neighborhood by providing adequate retail options, an appropriate mix of land uses, and a pertinent retail density.

### Activity Nodes

Infill and new commercial development should radiate outward from the Corridor's two existing activity nodes at Bergen Street and Lyons Avenue below I-78, and Bergen Street and Clinton Avenue, above I-78. The corridor should develop in such a way as to draw residents from surrounding communities and employees from nearby employment centers, and encourage movement along Bergen Street between these two activity nodes.

### Residential Areas

Residential developments support the commercial hubs located within the Redevelopment Area and it is important to maintain and strengthen their character. Promotion of residential infill and assembly of lots within residential areas will encourage the continued community and economic growth of the corridor. An expanded range of residential options not readily available elsewhere in the City, such as maker's spaces and temporary housing for short-term staff at NBIMC or visiting clergy should be provided. The corridor should provide housing for a range of incomes by offering different housing types based on lot size.

## 2. Resident and stakeholder input should guide new use, bulk, and design standards

In preparation for this Redevelopment Plan, the City of Newark conducted a survey of residents and local stakeholders at a community planning workshop in March 2015. The survey presented participants with images showing typologies of retail and mixed-use areas, residential densities, sidewalk amenities, signs and banners, bike lanes and traffic claiming, and recreational and leisure activities, and ask participants to rank the typologies from most to least desirable for Bergen Street.

Survey results give a sense of the land uses, building types, and densities favored by those in the Bergen Street area. Respondents preferred attached mixed-use buildings with first-floor retail and residential/office uses on top floors over single-use, single-occupancy detached commercial structures. Mid-rise (4- to 6-story) multifamily buildings were most preferred residential typologies. Suburban-type single family development and high-rise towers were the least preferred residential densities. Wide sidewalks able to accommodate outdoor seating and street scape elements such as trees and benches were preferred by respondents over areas with smaller sidewalks bordered by intense parking. Respondents preferred sleek, modern and minimalist

signage over neon lighting, large banners, and billboard-type signage taking up large exterior building surface areas. Participants did not favor the installment of bike lanes. Space for ready parking was preferred.

Respondents also submitted open-ended comments to share their ideas for improvement on the Bergen Street corridor. Some of these ideas addressed the need for district marketing, trash removal and other sanitation services, and providing funds for district improvement. Comments included specific suggestions for the types of retail establishments that Bergen Street lacks, including clothing store, shoe store, bookstore, pharmacy, coffee shop, artist colony, fresh fruit market, ethnic restaurants, outdoor dining, and florist/plant nursery. Several comments called for streetscape improvements such as planters, façade improvements, ornamental street lights, custom sidewalk paving with unique colors/materials/patterns, and additional crosswalks that would make the district more walkable and people-friendly. Several comments addressed parking, with requests for off-street parking, and diagonal parking instead of parallel parking.

Another public meeting was held to gather feedback in September 2016, where participants helped refine bulk requirements such as height and parking standards, and desirable community amenities such as neighborhood open space and beneficial uses. To the fullest extent possible, this Plan bases its recommendations on these community preferences.

### 3. The goals of the Newark Master plan and other community revitalization initiatives should be furthered by this Plan

The City's most recent Master Plan was adopted in September 2012. The guiding vision set forth in the Master Plan is for Newark to "set a national standard

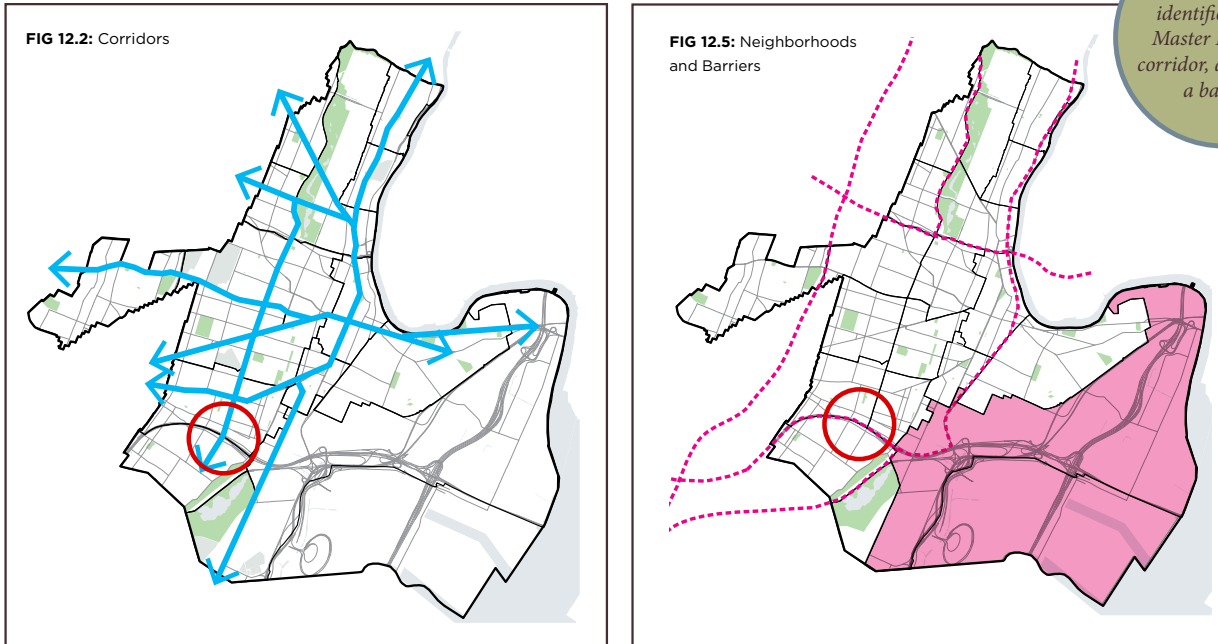
for urban transformation that considers and is based on the three pillars of sustainability – economy, equity, and environment" (p. 16).

The Master Plan's Urban Design Element identifies Bergen Street as a major corridor, and states that continued planned investment along such corridors can be "defining components of the City's growth and development" (page 43, Volume 2). At the same time, the Plan's Land Use Element strongly encourages clear definition and confinement of commercial corridors to limited, un-sprawling areas, so that focused development will strengthen existing commercial nodes into sustainable economic cores, "while at the same time allowing for residential infill uses to provide a more mixed-use orientation" (page 30, Volume 2). The Plan identifies I-78 as a specific barrier within the City, a challenge that this Plan also addresses.

This Redevelopment Plan builds on these principles to appropriately balance the extent of commercial and residential development to give both uses the best chance for sustainable growth. It also furthers the following objectives of Policies 4 and 5 of the Urban Design Element as related to Newark's corridors and neighborhoods:

1. Support and expand existing nodes of commercial activity on major City corridors by focusing new develop in these areas
2. Create vibrant, safe, and engaging pedestrian environments
3. Promote safety and healthy living in the built environment
4. Develop active and comfortable neighborhood streets
5. Promote walkable neighborhoods with convenient connections to shopping and safe connections to schools and transit
6. Promote a high quality public realm by addressing visual gaps in the built environment

Figure 12: Newark 2012 Master Plan, depiction of corridors and barriers



## 4. A cohesive sense of place should be created for the Bergen Street Corridor

Bergen Street lacks a defined, cohesive identity. Steps should be taken to make Bergen Street feel more like its own destination reflective of the health and wellness, recreation, and arts districts that surround it. Several elements can be improved to help create such an identity. First, an improved streetscape and pedestrian experience is apt to make Bergen Street a more comfortable, accessible, and desirable shopping destination. In the March 2015 survey, streetscape upgrades with wide sidewalks able to accommodate outdoor café seating and streetscape elements such as trees and benches were preferred by respondents over areas with smaller sidewalks bordered by intense parking. In the southern portion of the study area, outdoor streetscape elements should be designed and themed to reflect connections to Weequahic Park, and arts in the northern portion of the study area. Health and wellness should be a cohesive theme throughout the corridor, expanding on the presence of NBIMC. Place-making and district marketing, should be undertaken, particularly at the direction of the BLCSID.

Second, attractive and appropriate buildings and site design will help to revitalize the area and create a

unified Bergen Street destination. In order to achieve the desired aesthetic feel of the neighborhood, a Form-Based Code should be prepared to offer an alternative to the conventional zoning standards. The form-based code considers the manner in which buildings relate to one another in addition to their relationship to the streetscape. The goal of the form-based code is to achieve an integrated built environment that designates the desired character of a development and therefore accomplishes community goals.

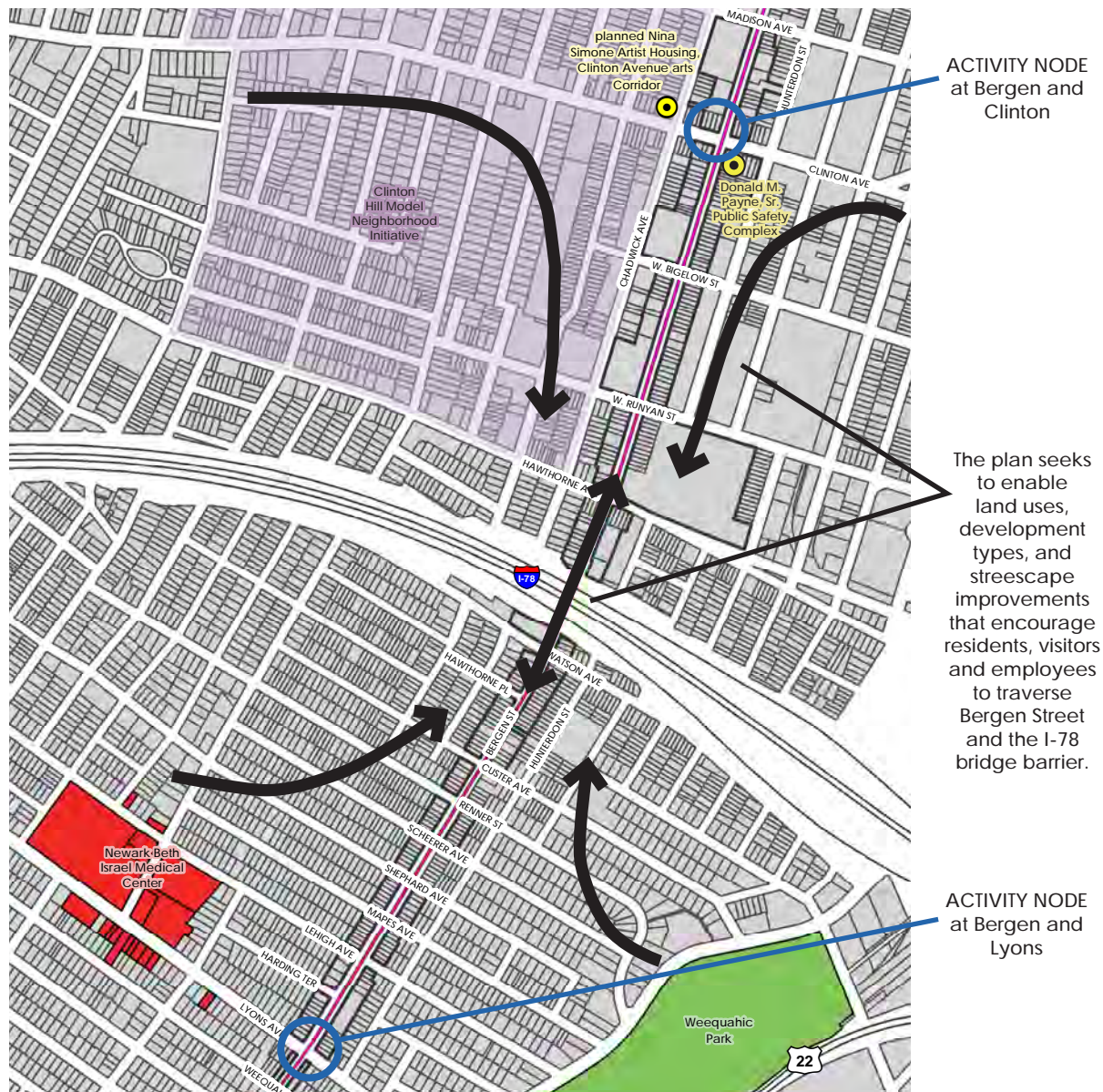
Third, walkability of the district should be enhanced with the design and installation of streetscape elements that enhance the pedestrian experience such as the installation of planters, façade improvements, ornamental street lights, custom sidewalk paving with unique colors, materials, and/or patterns, and additional crosswalks would make the district more walkable and people-friendly. Use of streetscape elements that reflect the unique aspects and history of the Weequahic and Clinton Hill neighborhoods will also assist in the development of a singular identity for Bergen Street. The application of modern design principles can contribute positively to the public health, safety, character, and accessibility of the neighborhood.



## 5. The Plan recognizes the presence and importance of Newark Beth Israel Medical Center and other neighborhood landmarks

Located to the southwest of the Redevelopment Area, Newark Beth Israel Medical Center is a prominent employer and economic engine in the South Ward. Redevelopment studies have been conducted that focus on the immediate area around the hospital and strategies for encouraging residential development that would encourage more NBIMC employees to live nearby. The South Bergen Street Redevelopment Area is also located

near Weequahic Park, a major regional recreation area, and the South Ward Model Neighborhood Initiative and developing Arts District along Clinton Avenue. The South Bergen Street Redevelopment Area should capitalize on its vicinity to these anchor institutions, and serve as the principal north-south connection and neighborhood retail corridor between them.





## GOALS AND OBJECTIVES

South Bergen Street Redevelopment Plan





The overarching goal of this Redevelopment Plan is to address the existing conditions that have negatively affected Bergen Street and introduce a comprehensive plan for the Redevelopment Area that encourages development and improves the quality of life for the Area's residents. The following goals and objectives will help to attain this vision:

## LAND USE

- Improve the utilization of land, which can be effectively redeveloped for the community's benefit.
- Create a neighborhood commercial hub with a set of establishments that meets the needs of residents of the corridor and surrounding neighborhoods.
- Institute zoning incentives that allow developers to increase their returns while also providing community benefits such as sustainable building design and affordable housing.
- Redevelop land occupied by obsolete structures and uses.

## ECONOMIC DEVELOPMENT

- Define Bergen Street's commercial nodes and encourage further commercial development in these areas.
- Stimulate economic investment in the Area.
- Make Bergen Street and attractive place to shop and spend leisure time.
- Permit uses that meet the daily shopping needs of residents in the area.

## URBAN DESIGN

- Promote the infill and assembly of vacant parcels located throughout the Area.
- Improve the physical appearance of the Area through appropriate site design and land use along Bergen Street.
- Encourage an integrated built environment through the implementation of a form-based code.
- Include design elements that celebrate the unique aspects of the Clinton Hill and Weequahic neighborhoods, such as the connections with health and wellness, recreation, and arts.
- Balance the need of unobstructed traffic flow with the needs of pedestrians and transit.

## HEALTH AND WELL-BEING

- Improve the overall safety of the corridor through enhanced streetscape design.
- Utilize Crime Prevention through Environmental Design strategies to improve safety.
- Promote walkability along Bergen Street and protect pedestrians from cars.
- Establish a health and wellness theme for the corridor.

## REDEVELOPMENT STRATEGIES

The above goals will be implemented through three redevelopment strategies, detailed in the remainder of this plan:

1. Amended Land Use Plan: provides a new set of land use, bulk, and associated development regulations for the South Bergen Street Redevelopment Area.
2. New Design Standards: includes new building design standards and streetscape design standards for the Redevelopment Area.
3. Other Development Strategies: includes suggested development strategies outside of fixed bulk, use, and design standards.



# LAND USE PLAN

South Bergen Street Redevelopment Plan





## RELATIONSHIP OF THE PLAN TO THE CITY OF NEWARK LAND DEVELOPMENT REGULATIONS

The South Bergen Street Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. In order to implement the Redevelopment Plan's goals and objectives, this Plan supersedes the use, bulk and design provisions of the Newark City Municipal Code Title 41 Zoning Regulations for the extent of the Redevelopment Area. This Plan also supersedes the 2008 Bergen South Redevelopment Plan. Other standards and submission requirements relating to all zones in the City, not specifically enumerated herein as detailed in the City's Zoning Regulations shall apply. Final adoption of this Redevelopment Plan by the Municipal Council shall be considered an amendment to the municipal Zoning Ordinance and Official Zoning Map.

Any deviation that would result in a "d" variance pursuant to N.J.S.A. 40:55D-70 shall be addressed as an amendment to the Plan. Neither the Planning Board nor the Board of Adjustment shall have authority to allow deviations which would result in a "d" variance. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of this Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to the N.J.S.A. 40:55D-70c. All exceptions or waivers from design standards from the requirements for site plan or subdivision approval shall be within the jurisdiction of the Planning Board.

All development, with the exception of one and two family homes where permitted, must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

Unless otherwise noted, definitions in this Plan are consistent with the City's Zoning Ordinance and Land Development regulations.

## LAND USE PLAN

This Land Use Plan covers the full extent of the Redevelopment Area from Madison Avenue in the north to Weequahic Avenue in the South. The Redevelopment Area is divided into two land use districts. The Mixed-Use Neighborhood Commercial (MUNC) district is a new district that applies to two areas within the South Bergen Street Redevelopment Area, one north and one south of I-78 (see Figure 12). The remainder of the Bergen Street South Redevelopment Area is designated as the Mixed-Use Neighborhood Residential (MUNR) district. The MUNR district permits a range of residential building types based on lot size.

## EXEMPTIONS FROM SITE PLAN REVIEW

Pink Zoning is an emerging concept in the planning world that seeks to reduce “red tape” by streamlining development regulations and review procedures. The zoning controls imposed by this plan endeavor to be as straight forward and permissive as possible, while taking into account the existing character of the neighborhood and the wishes expressed by residents and stakeholders during the public outreach sessions.

As a means of stimulating the reuse, revitalization, and expansion of existing structures in the corridor, the following development types will be exempt from site plan review, as long as no new variances are triggered by the proposed development:

- Any change of use from one permitted use to another permitted use, regardless of use category.
- The rehabilitation of any commercial, institutional, or mixed-use structure that does not involve expansion of useable floor area, regardless of change in use or change in the number or type of units in the structure.
- Upper floor additions to existing commercial or institutional structures shall not require site plan review.

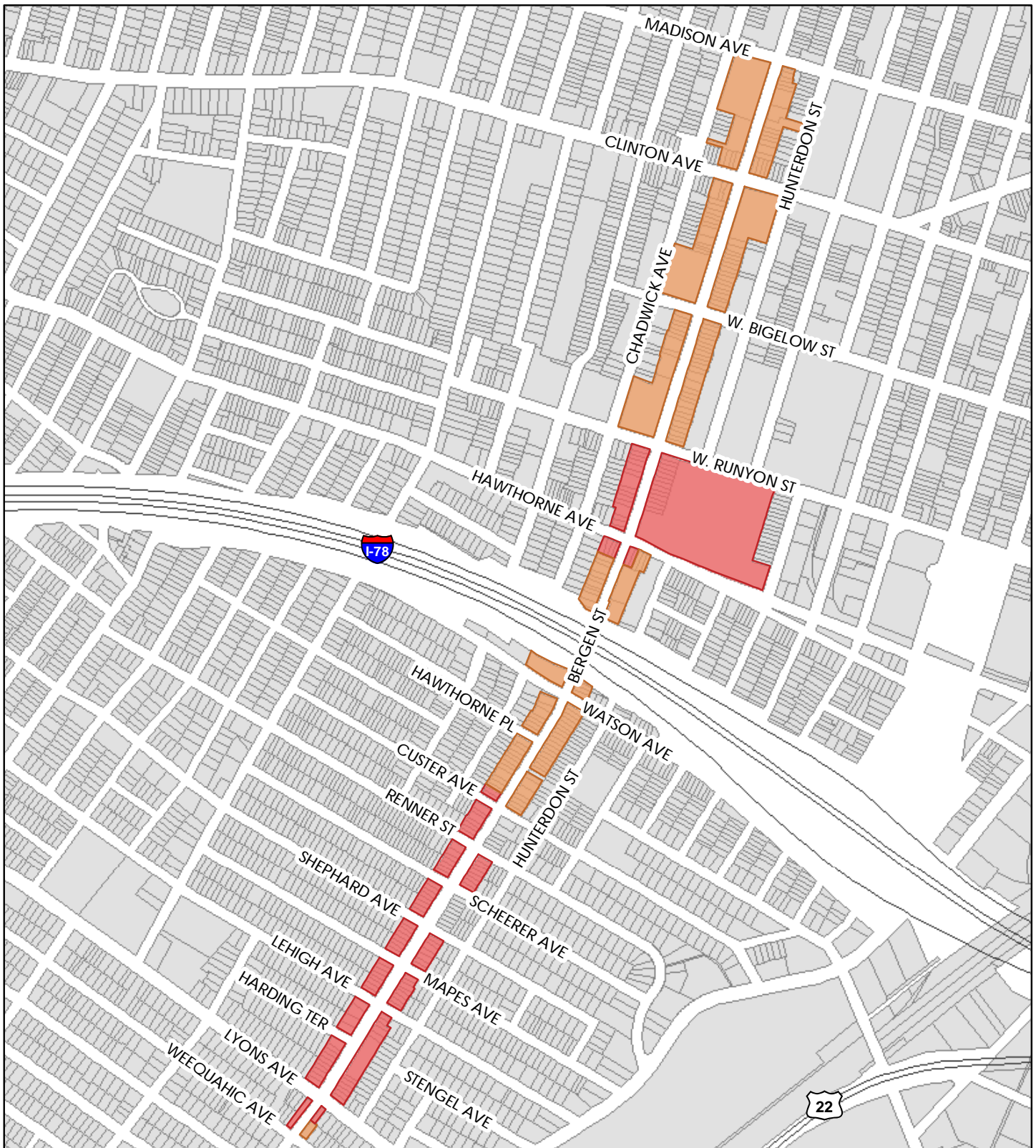
Plans for the above types of developments must still obtain a zoning permit from the Zoning Officer as a means of administrative approval that the project is indeed exempt from full site plan review.

Figure 13  
Zoning Districts in the South Bergen Street Redevelopment Area

HEYER GRUEL & ASSOCIATES

South Bergen Street Redevelopment Plan

November 2016



Zoning Districts

- Mixed-Use Neighborhood Commercial (MUNC)
- Mixed-Use Neighborhood Residential (MUNR)

0.25  
Miles



Sources: Newark Master Plan 2012, NJDOT, NJGIN (2013 draft parcels)

## MIXED-USE NEIGHBORHOOD RESIDENTIAL (MUNR) DISTRICT ZONING STANDARDS

### Purpose

This district is meant to facilitate residential development along portions of the Bergen Street corridor, instilling a neighborhood feel that is an extension of surrounding residential districts in the Clinton Hill and Weequahic Park neighborhoods. A range of housing types and densities are provided for, so that residential units will be available to a variety of household types and incomes. Density in the district is slightly higher than in surrounding blocks. Higher densities will achieve a critical mass of population that can: (a) support neighborhood commercial stores; and (b) enhance public safety with residents acting as “eyes on the street” that deter crime. There are many vacant lots in the district, creating potential for lot assemblage. The types of residential buildings allowed are tied to lot size.

### Permitted Principal Uses

- Residential uses, with residential building types permitted by lot size.
- Single-family residential buildings, provided that they were already in existence as of the date of adoption of this Plan.
- Retail sales establishments, as defined in the Newark Zoning and Land Use Regulations, permitted on the ground floor only.
- Personal service establishments, as defined in the Newark Zoning and Land Use Regulations, permitted on the ground floor only.
- Community facilities, permitted on the ground floor only, defined as: community recreational centers, child daycare facilities, adult day care facilities, educational facilities, employment training and placement centers, social service centers, and ambulatory healthcare facilities.
- Municipal Uses.
- Active and Passive Parks.
- Structured Parking.

### Permitted Accessory Uses

- Uses that are incidental and accessory to principal permitted uses

### Conditional Uses

- Primary and Secondary Schools, provided that the following conditions are met:
  - a. All schools shall provide a safe pickup and delivery area separate from the off-street parking area and access driveway so students leaving vehicles have access to a sidewalk leading into the school without the child having to cross a street, parking lot, loading area, driveway or aisle. The safe pick-up/drop-off shall not be located on Bergen Street.
  - b. No driveway shall open into a street or road within fifty (50) feet of an intersection of such street or road with another street or road.
  - c. The school shall have obtained all necessary approvals and licenses from the State.
- Places of Worship, provided that the following conditions are met:
  - a. Places of worship shall be located on the ground floor of a mixed-use building in the MU NR district.
  - b. Places of worship must meet the minimum height and other bulk requirements in this Redevelopment Plan, including the provision that the buildings in which they are located, whether as a stand-alone use or in conjunction with other uses, be a minimum of 2 stories or 24 feet high, and that no off-street parking facility is permitted in the front yard.



The following table provides definitions for the residential building types permitted within the MUNR District. All other definitions for uses in the MUNR district refer to the Newark Zoning and Land Use Ordinance. In the case of conflicts between definitions in this Plan and in the Newark Zoning and Land Use Ordinance, the definitions in this Plan shall prevail.

DWELLING TYPE	DEFINITION
One-Family Dwelling	Shall mean and include detached, semi-detached or attached buildings containing only one (1) dwelling unit per tax lot.
Two-Family Dwelling	Shall mean and include detached, semi-detached or attached buildings containing two (2) dwelling units, attached either vertically or horizontally per tax lot.
Three-Family Dwelling	Shall mean and include detached, semi-detached or attached buildings containing three (3) dwelling units, attached either vertically or horizontally per tax lot.
Four-Family Dwelling	Shall mean and include attached buildings containing four (4) dwelling units, attached either vertically or horizontally.
Town House Dwelling	Shall mean one-family dwelling buildings in a row of at least three (3) such buildings in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one (1) or more vertical common fire-resistant walls.
Low-Rise Multi-Family Dwelling	Shall mean and include buildings containing more than four (4) dwelling units where each unit is joined to other dwelling units above, adjacent and/or below, up to four (4) stories or forty-eight (48) feet, whichever is less.
Ground-Floor Retail with Residential Above	Shall mean and include buildings that dedicate the first floor to Retail uses and/or Personal Service Establishments as defined in the Newark Zoning Ordinance with residential units on floors above. The first floor must be wholly dedicated to retail or personal service uses, with the exception of a stairway or lobby for residential units above.

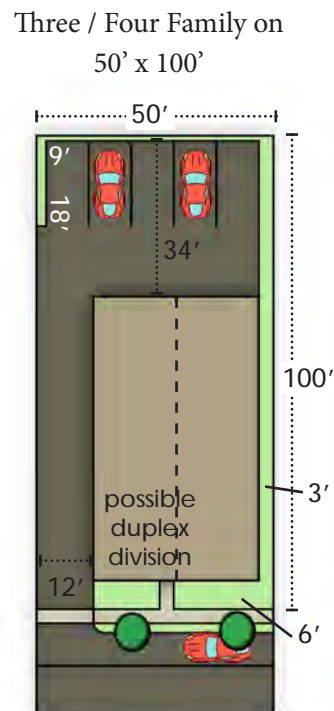
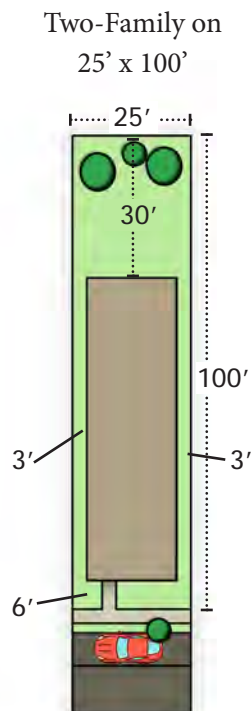
# LAND USE PLAN

## MIXED-USE NEIGHBORHOOD RESIDENTIAL (MUNR) DISTRICT ZONING STANDARDS

The chart below regulates permitted building types by lot size (including aggregate lot size, if parcels are to be assembled and merged as part of a development application):

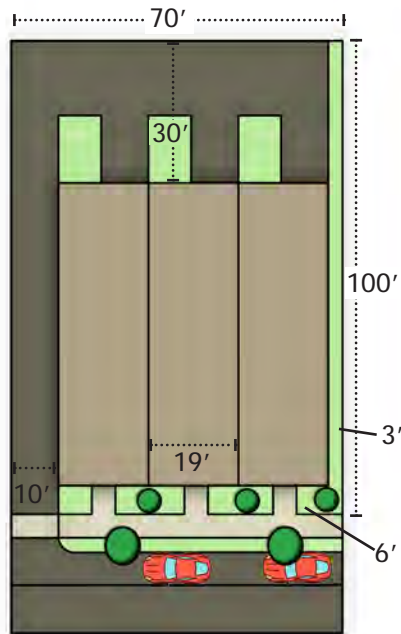
Minimum Area of Lot(s)	Minimum Width of Lot(s)	Minimum Depth of Lot(s)	Permitted Building Type(s)
2,500 SF	25 Feet	100 Feet	Single-Family Dwelling Two-Family Dwelling
3,500 SF	35 Feet	100 Feet	Two-Family Dwelling Three-Family Dwelling
5,000 SF	50 Feet	100 Feet	Three-Family Dwelling Four-Family Dwelling
7,000 SF	70 Feet	100 Feet	Town House Dwelling Low-Rise Multi-Family Dwelling Ground-Floor Retail with Residential Above
10,000 SF	100 Feet	100 Feet	Town House Dwelling Low-Rise Multi-Family Dwelling Ground-Floor Retail with Residential Above

Plan views of potential layouts for building types by lot sizes (for illustrative purpose only)

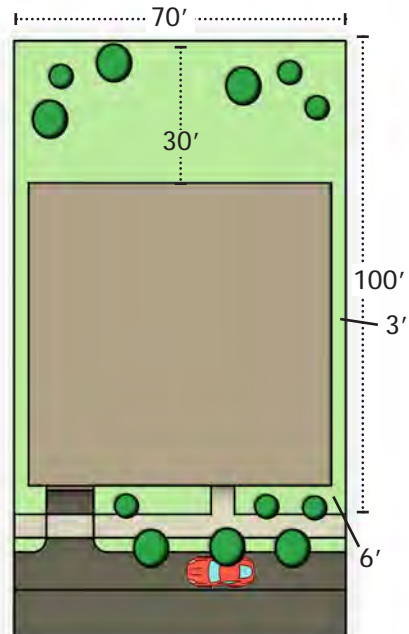


Plan views of potential layouts for building types by lot sizes (for illustrative purpose only)

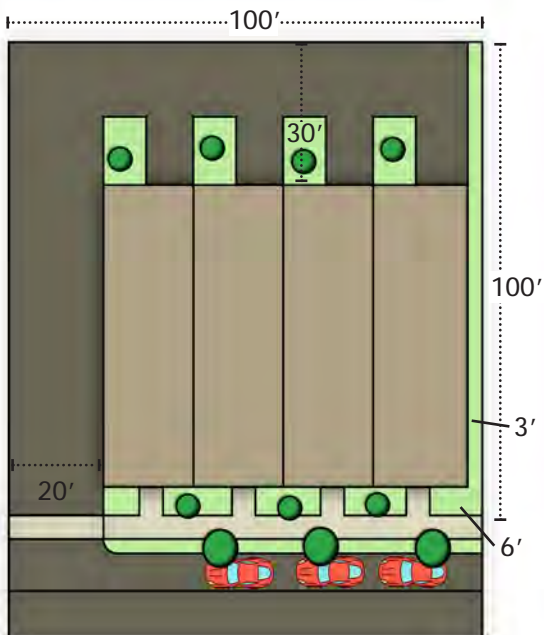
Townhouse on  
70' x 100'



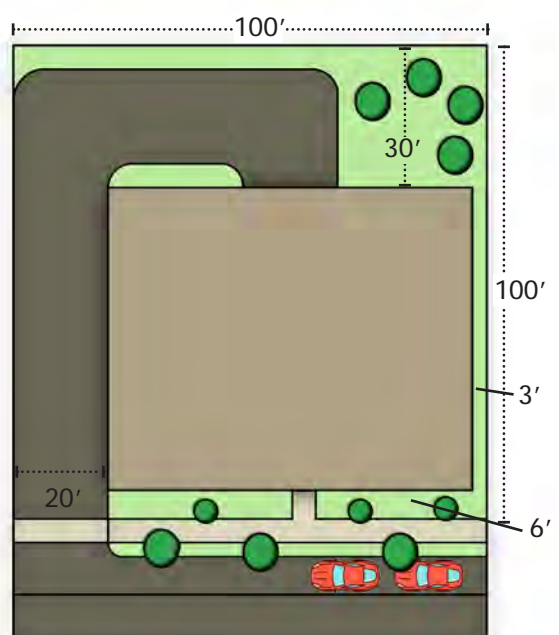
Low Rise Multi-Family on  
70' x 100'



Townhouse on  
100' x 100'



Low Rise Multi-Family on  
100' x 100'



# LAND USE PLAN

## MIXED-USE NEIGHBORHOOD RESIDENTIAL (MUNR) DISTRICT ZONING STANDARDS

### Bulk Standards by Building Type

	Single- and Two- Family Dwelling	Three-Family Dwelling	Four-Family Dwelling	Townhouse	Low-Rise Multi-Family	Ground Floor Retail with Residential Above
Minimum Height	2 stories and 24 feet	2.5 stories and 30 feet	2.5 stories and 35 feet	3 stories and 36 feet	3 stories and 36 feet	3 stories and 36 feet
Maximum Height	3 stories and 40 feet	3 stories and 40 feet	3 stories and 40 feet	3 stories and 40 feet	4 stories and 48 feet	4 stories and 48 feet
Minimum Ground Floor Height for permitted non-residential uses	NA	NA	NA	NA	14 feet floor to ceiling	14 feet floor to ceiling
Front Yard Setback	6 foot maximum See additional notes for exceptions					
Side Yard Setback	3 foot minimum See additional notes for exceptions					
Rear Yard Setback	30 feet minimum					
Maximum Building Coverage	55%	65%	65%	70%	80%	65%
Minimum Lot Area per Dwelling Unit	Two-family: 1,250 SF/du	1,160 SF/du	1,250 SF/du	2,330 SF/du	580 SF/du	580 SF/du
*Maximum Height Density Bonus Option 1	NA	NA	NA	NA	6 stories and 72 feet	6 stories and 72 feet
*Maximum Height Density Bonus Option 2	NA	NA	NA	NA	8 stories and 96 feet	8 stories and 96 feet
*Minimum Lot Area per Dwelling Unit Density Bonus Options 1 and 2	NA	NA	NA	NA	300 SF/du	300 SF/du
*Rear Yard Setback Density Bonus Options 1 and 2	NA	NA	NA	NA	20 feet	20 feet



The following facade layouts are for illustrative purposes only and represent a graphic depiction of the bulk standards.

### Single-, Two-, Three- and Four- Family Dwelling



Max. Height: 3 stories / 40 feet

Min. Height Four- Family: 2.5 stories / 35 feet

Min. Height Three- Family: 2.5 stories / 30 feet

Min. Height Single- Two- Family: 2 stories / 24 feet

### Townhouse



Max. Height: 3 stories / 40 feet

Min. Height: 3 stories / 36 feet

### Low-Rise Multi-Family



Max. Height: 4 stories / 48 feet

Min. Height: 3 stories / 36 feet

Min. Ground Floor Height 14 feet

### Ground Floor Retail with Residential Above



Max. Height: 4 stories / 48 feet

Min. Height: 3 stories / 36 feet

Min. Ground Floor Height 14 feet

## MIXED-USE NEIGHBORHOOD RESIDENTIAL (MUNR) DISTRICT ZONING STANDARDS

### Bulk Standard Notes

#### *Height:*

1. Architectural elements such as towers and cupolas may exceed limits, but not by more than 8 feet.

#### *Front Yard Setback:*

1. Bay windows (with no wall section greater than 6 feet), balconies, stoops, and porches are permitted to encroach into the front setback area.

#### *Side Yard Setback:*

1. Side yard setback is allowed to be zero instead of 3 feet if the closest building on the adjacent lot has 3 feet of setback from the common lot line.
2. The side yard setback is also allowed to be zero if the closest building on the adjacent lot has a zero setback from the common lot line and the new structure's wall can be built flush with the adjacent building's wall.
3. No new construction shall encroach within 3 feet of another building's windows or other fenestrations nor block emergency access to those fenestrations. In cases where the side yard setback is to be zero, the setback area from that adjacent building's fenestrations shall only extend from the location of the fenestration to the rear of the new structure, allowing egress from the fenestration to the front yard and street.
4. No side yard shall be of a distance between zero and 3 feet.
5. The side yard may include a driveway to rear yard parking or rear-loaded garages, but may not include parking spaces.

### Parking Requirements

- One (1) space required per residential unit.
- No on-site parking is required for single- or two-family dwellings.
- No parking is required for non-residential uses under 5,000 square feet.
- No parking area shall be configured allowing cars to park in front of or to the side of a principal structure.
- On-site parking shall be accommodated in a side- or rear-loaded interior garage or rear yard area for the following building types:
  - a. Three-Family Dwelling
  - b. Four-Family Dwelling
  - c. Town House
- Parking can be provided off-site on properties within 500 feet of the residential development.
- No more than one (1) garage door may be permitted on a façade facing Bergen Street for the following building types:
  - a. Single-Family
  - b. Two-Family
  - c. Three-Family
  - d. Four-Family
  - e. Low-Rise Multi-Family
- Driveways for any lot up to 99 feet in width shall not exceed 10 feet in width.
- Driveways for any lot 100 feet or greater in width shall not exceed 20 feet in width.
- Corner Lots shall not have driveways along the Bergen Street Frontage.

### Parking Design Standards

- Except where noted in this Plan, parking design shall adhere to parking requirements identified in the City of Newark Zoning and Land Use Regulations.

## MIXED-USE NEIGHBORHOOD COMMERCIAL (MUNC) DISTRICT ZONING STANDARDS

### Purpose

This district is meant to establish a vibrant neighborhood commercial corridor in the areas of Bergen Street that have historically contained commercial uses. New commercial establishments should radiate outward from the existing node. New residential units above commercial establishments provide a built-in customer base. Higher densities will achieve a critical mass of population that can: (a) support neighborhood commercial stores; and (b) enhance public safety with residents acting as “eyes on the street” that deter crime.

### Permitted Principal Uses

- Retail sales, as defined in the Newark Zoning and Land Use Regulations, ground floor only.
- Personal service establishment, as defined in the Newark Zoning and Land Use Regulations, ground floor only.
- Fitness center, permitted only on the ground floor and/or second floor.
- Medical office, as defined in the Newark Zoning and Land Use Regulations, permitted on the ground floor and/or second floor.
- Restaurants, ground floor only.
- Indoor food markets, ground floor only, as defined below.
- Offices above the ground floor.
- Residential uses above the ground floor.
- Alternate living spaces, as defined below, above the ground floor.
- Live-work units, as defined on page 76.
- Makers spaces, as defined on page 76.
- Community facilities, permitted on the ground floor or second floor, defined as: community recreational centers, child daycare facilities, adult day care facilities, educational facilities, employment training and placement centers, social service centers, and ambulatory healthcare facilities.
- Municipal Uses.
- Active and Passive Parks.

The dairy operation at the northeast corner of Bergen Street and Hawthorne Avenue (Block 2712 Lot1) in existence

as of the date of adoption of this Plan shall be considered a permitted use and allowed to maintain its operation and undergo permitted modifications and expansions in the future without the need for variance relief or plan amendments.

### Permitted Accessory Uses

- Uses that are incidental and accessory to principal permitted uses.

### Conditional Uses

- Neighborhood Manufacturing, as defined on page 77, provided that
  - a. The manufacturing use is part of a live-work unit or within a makers space;
- Primary and Secondary Schools, provided that the following conditions are met:
  - a. All schools shall provide a safe pickup and delivery area separate from the off-street parking area and access driveway so students leaving vehicles have access to a sidewalk leading into the school without the child crossing a street, parking lot, loading area, driveway or aisle. The safe pick-up/drop-off shall not be located on Bergen Street.
  - b. No driveway shall open into a street or road within fifty (50) feet of an intersection of such street or road with another street or road.
  - c. The school shall have obtained all necessary approvals and licenses from the State.
- Places of Worship, provided that:
  - a. Places of worship are not permitted on the ground floor in mixed-use buildings in the MUNC district.
  - b. Places of worship must meet the minimum height and other bulk requirements in this Plan, including the provision that the buildings in which they are located, whether as a stand-alone use or in conjunction with other uses, be a minimum of 2 stories or 24 feet high, and that no off-street parking facility is permitted in the front yard.

## MIXED-USE NEIGHBORHOOD COMMERCIAL (MUNC) DISTRICT ZONING STANDARDS

### Definitions

Definitions for the following uses are specific to this Plan. All other definitions for uses in the MUNC district refer to the Newark Zoning and Land Use Ordinance. In the case of conflicts between definitions in this Plan and in the Newark Zoning and Land Use Ordinance, the definitions in this Plan shall prevail.

USE	DEFINITION
Live-Work Unit	<p>Shall mean a dwelling unit that is also used for work purposes, provided that the “work” component located on the street level. The “live” component may be located on the street level (behind the work component) or any other level of the building, but must be a separate space from the “work” component. A minimum of one residential unit in a building with live-work use shall be occupied by the person operating the street-level business.</p> <p>A live-work unit is distinguished from a home occupation otherwise defined in the Newark Zoning and Land Use Regulations in that the work use is not required to be incidental to the dwelling unit, non-resident employees may be present on the premises and customers may be served on site.</p> <p>Live/work space, includes, but is not limited to: customary home occupations; retail sales; music or photographic studio; studio for arts, crafts, writing, acting, dancing, or other performing arts; advertising, industrial design, media facility, architecture, interior design, recording studio; theater, film or video production; gallery, auction house, set shop; lighting, engineering, or musical instrument manufacturing; sheet music printing, framing, arts supply, arts restoration, and neighborhood manufacturing uses.</p>
Makers Space	<p>Shall mean a building with multiple live-work spaces producing retail goods (NOT services), that may contain a shared retail sales space located on the street level of the building. The building may also contain rooms for common workshop space, containing tools and equipment to be shared among building residents. This common workshop shall not include and must be separate and apart from any residential unit.</p> <p>In the case of a makers space, each live-work unit may combine the “work” and “live” components into a single combination workspace/dwelling unit.</p> <p>All final sales of goods must be confined to the first-floor retail area. Customers may only be served in this first-floor space. The first floor area may also contain a workshop space where residents of the building can hold demonstration workshops or host other events of an educational nature.</p>



USE Cont.	DEFINITION Cont.
Indoor Food Markets	<p>Shall mean an indoor areas providing spaces for multiple food vendors to prepare and sell food on-site. Stalls for the sale of fresh produce, meats, cheeses, prepared foods, and other groceries may also be provided.</p> <p>The market may include common interior or exterior spaces for costumers to eat. Seating at individual food vendors is limited to counter seating adjacent to food preparation areas.</p>
Neighborhood Manufacturing	<p>Shall mean the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment of such products, where such processes do not create noise, fumes, smoke, odors, glare, or health and safety hazards outside of the building or lot where such processes take place, and where such processes are housed entirely within a building.</p> <p>Typical neighborhood manufacturing uses include but are not limited to food and bakery products, nonalcoholic beverages, paper imprinting, publishing, assembly of clothing apparel.</p>
Alternative Living Arrangement	<p>Shall mean a structure providing two or more units of dwelling space arranged or intended for single room occupancy, in which households live in distinct bedrooms, yet share kitchen and plumbing facilities, central heat and common areas facilities, and where occupancy is provided on a temporary basis with defined term limits. Typically such facilities will be managed by a non-profit. The facilities may include on-site staff members that provide social services or other personal services to residents.</p> <p>Such facilities will typically include, but are not limited to, the following types of occupants; visiting religious leaders, families of patients in long-term care at neighboring hospitals, young adults transitioning from foster care to independent living, participants in short-term job training courses, or others.</p> <p>Keeping with the definition of the term created by the Council on Affordable Housing, alternative living arrangement also includes, but is not limited to: transitional facilities for the homeless, Class A,B,C,D, and E boarding homes as regulated by the New Jersey Department of Community Affairs; residential health care facilities as regulated by the New Jersey Department of Health; group homes for the developmentally disabled and mentally ill as licensed and/or regulated by the New Jersey Department of Human Services; and congregate living arrangements.</p>

# LAND USE PLAN

## MIXED-USE NEIGHBORHOOD COMMERCIAL (MUNC) DISTRICT ZONING STANDARDS

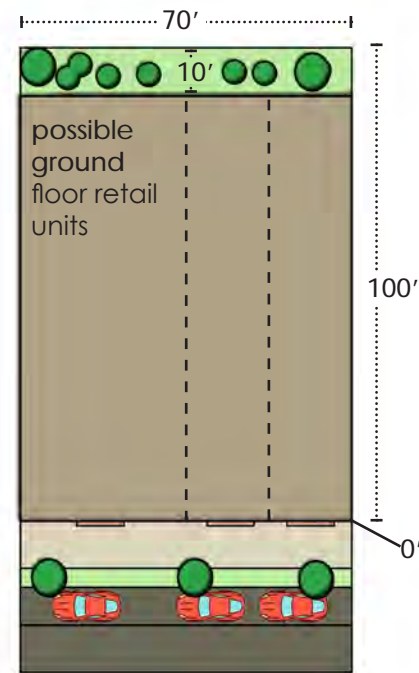
The chart below regulates permitted building types by lot size (including aggregate lot size, if parcels are to be assembled and merged as part of a development application):

Minimum Area of Lot(s)	Minimum Width of Lot(s)	Minimum Depth of Lot(s)	Permitted Building Type
7,000 SF	70 Feet	100 Feet	Ground-Floor Retail with Residential Above

### Bulk Standards by Building Type

	Ground Floor Retail with Residential Above
Minimum Height	3 stories and 36 feet
Maximum Height	4 stories and 48 feet
Minimum Ground Floor Height for permitted non-residential uses	14 feet floor to ceiling
Front Yard Setback	0 foot maximum and minimum
Side Yard Setback	0 foot minimum See additional notes for exceptions
Rear Yard Setback	10 feet minimum
Maximum Building Coverage	90%
Minimum Lot Area per Dwelling Unit	340 SF/du
*Maximum Height Density Bonus Option 1	6 stories and 72 feet
*Maximum Height Density Bonus Option 2	8 stories and 96 feet
*Minimum Lot Area per Dwelling Unit Density Bonus Options 1 and 2	300 SF/du
*Rear Yard Setback Density Bonus Options 1 and 2	10 feet

Plan view of a potential layout for the building type by lot size (for illustrative purpose only)



### Ground Floor Retail with Residential Above



Max. Height: 4 stories / 48 feet

Min. Height: 3 stories / 36 feet

Min. Ground Floor Height 14 feet

### Bulk Standard Notes

#### *Side Yard Setback:*

1. Side yard setback is allowed to be zero instead of 3 feet if the closest building on the adjacent lot has 3 feet of setback from the common lot line.
2. The side yard setback is also allowed to be zero if the closest building on the adjacent lot has a zero setback from the common lot line and the new structure's wall can be built flush with the adjacent building's wall.
3. No new construction shall encroach within 3 feet of another building's windows or other fenestrations nor block emergency access to those fenestrations. In cases where the side yard setback is to be zero, the setback area from that adjacent building's fenestrations shall only extend from the location of the fenestration to the rear of the new structure, allowing egress from the fenestration to the front yard and street.
4. No side yard shall be of a distance between zero and 3 feet.
5. The side yard may include a driveway to rear yard parking or rear-loaded garages, but may not include parking spaces.

### Parking Requirements

There shall be no minimum required number of off-street parking spaces for any use in this district. Street parking and the application of selected parking management strategies within the district will provide suitable parking for commercial and mixed use buildings in this district. If parking is provided as part of a development, the following standards shall apply:

#### Parking Design Standards

- No parking is permitted in a front yard area, between a principal structure and any right-of-way, or in any side yard area.
- All parking interior to the building must be side- or rear-loaded.

#### Driveway Design Standards

- Driveway openings shall not be permitted if the site has less than 50 feet of width or less than 5,000 square feet of area.
- Driveways for any lot between 50 and 99 feet in width shall be no greater than 10 feet in width.
- Driveways for any lot 100 feet or greater in width may be two-way driveways that shall not exceed 20 feet in width.
- For corner lots, driveways are not permitted along the Bergen Street frontage.

## REQUIRED SUSTAINABLE DESIGN ELEMENTS

Expanding on the corridor's health and wellness theme, building and site plan design will incorporate sustainable development techniques. The standards for the Redevelopment Area should also reflect existing Citywide development policies related to sustainable development. The inclusion of sustainability requirements also build on the goals and objectives of the 2012 City of Newark Sustainability Action Plan (SAP). The SAP included four policy goals and 6 priority action item areas, including air quality, energy, recycling, stormwater management, greenhouse gas emissions, and healthy food access. The sustainability options included below correlate with the stated action items of the SAP.

### General Sustainable Design Requirements

- All new residential developments receiving City subsidies or land shall meet Enterprise Green Communities Criteria.
- All new residential construction shall meet the City's Mandatory Minimum Design and Construction Standards for Home Construction, which require buildings to achieve New Jersey Energy Star Home Program standards for insulation.
- As is normally required, major developments disturbing one or more acres of land or increasing impervious surface by one-quarter acre or more must meet the Design and Performance Standards for Stormwater Management at NJAD 7:8.



*Example of a bioswale in a residential neighborhood right-of-way.  
Source: National Association of City Transportation Officials.*

### Sustainable Design Requirements: New Construction and Additions

Each **new construction project** or **rehabilitation project with additions that increase building gross square footage** is required to include at least three sustainable design features from the menu of 21 options that follows. The three features must be selected from at least two or more sub-categories.

#### A. Stormwater management

1. In addition to state and local basic requirements, design a stormwater management system that infiltrates or retains the first inch of stormwater runoff from all impervious surfaces on-site. This can be achieved through a number of green infrastructure strategies as articulated in the NJDEP Stormwater Best Management Practices Manual chapter 9.



*A green roof in the Bronx. Source: Jorg Bruening for the Bronx Council for Environmental Quality.*



### B. Landscaping

1. Provide 150% of required tree plantings.
2. Use native plant species (reference the Native Plant Society of New Jersey) in on-site landscaping.
3. Provide a living wall.
4. Develop landscape and stormwater maintenance specifications that employ integrated pest management as an alternative to pesticides and post bond to assure implementation for five years after occupancy.

A uniquely themed bike rack in Yonkers, NY. Source: [yonkersdowntown.com](http://yonkersdowntown.com)



### C. Energy Reduction

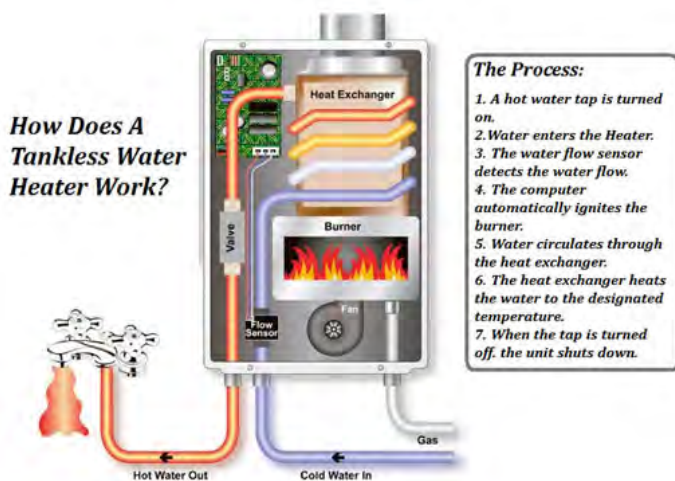
1. Install a cool roof that meets Energy Star Cool Roof requirements.
2. Install roof-mounted solar panels with a minimum goal of 20% electric energy generation from on-site alternative, sustainable sources.
3. Include Energy Star compliant clothes washers; dishwashers, refrigerators, ceiling fans, ventilation fans (including kitchen and bathroom fans), light fixtures (halls and common areas), and exit signs.
4. Install programmable thermostats in residential units.
5. Smart building controls, including thermostats and lighting

### D. Water Conservation

1. Install WaterSense labeled low flow fixtures and toilets.
2. Install tankless water heaters.
3. Install a system for the reuse of grey water.
4. Provide a 20% or greater reduction beyond minimum water efficiency standards set by EPA or local government, whichever is greater.
5. Implement site furnishings, site improvement and exterior building materials that are manufactured locally (within a radius of 500 miles), providing a list of products and manufacturer location.

### E. Others

1. Provide bike racks or bike corrals with innovative designs that reflect one of the corridor's anchor institutions; health and wellness, Weequahic Park, or creative arts.
2. Provide outdoor space for public art, including wall space for a mural, an outdoor statue, or other innovative approach.
3. Use low reflectivity hard scape surfaces no darker than a light gray to reduce heat island effects.
4. Increase building envelope efficiency with methods such as insulation beyond code requirements, air sealing and advanced framing techniques.



A new approach for efficient hot water usage.  
Source: Knoxville Plumbing, LLC.

5. Prepare a Construction Waste Management Plan which accomplishes the diversion of 65% of total construction and demolition debris. The plan must outline where waste will be sent for recycling, reuse, reprocessing, or disposal. A letter from each of the recipient facilities must be included.
6. Install air-quality sensor nodes on adjacent traffic poles that monitor environmental data, including pedestrian and vehicle traffic, nitrogen dioxide, carbon monoxide, ozone, hydrogen sulfide, sulfur dioxide, air and surface temperature, humidity, barometric pressure, cloud cover, haze, and sound and light intensity (this option is based off the sensors collecting data as part of Chicago's Array of Things project, which can be referenced for context).
5. Instituting a cogeneration heating and electrical system.
6. Reduce on-site impervious surface by 5% minimum.
7. Develop a Green Hardscape Maintenance plan covering the products used in snow and ice removal, cleaning of the building exterior, paints and sealants used on building exterior, and cleaning of sidewalks, pavement and other hardscapes. Green-rated product guides are available from the USEPA's Design for Environment, Green Seal, or Environmental Choice Verification.
8. Retrofit existing stormwater management inlets to better prevent pollutants and debris from entering the stormwater system through the installation of green infrastructure such as rain gardens or bioswales.

Guidance on the implementation of many of these techniques can be found in the New Jersey Green Building Manual, the NJ Stormwater Best Management Practices Manual, and the Green Infrastructure Guidance Manual for New Jersey.

### Sustainable Design Requirements: Rehabilitation

Each **rehabilitation project of a commercial or multi-family building causing no increase in building gross square footage** is required to include at least one sustainable design features from the menu of eight (8) items that follow. These items are drawn from the New Jersey Green Building Manual strategies for existing commercial buildings.

#### *Sustainable Rehabilitation Strategies*

1. Roof replacement and upgrades providing improved insulation, cool roof, green roof, or daylighting through skylights.
2. Exterior wall system upgrades that include added insulation and/or air sealing doors, windows, or other trouble spots identified in a blower door test.
3. Install dual-technology occupancy sensors in building common areas such as hallways.
4. Downsizing oversized HVAC systems.



*Retrofitting an existing 100% impervious driveway to a ribbon driveway is one way of reducing impervious surface as part of a rehabilitation project.  
(source: apartmenttherapy.com)*

## OPTIONAL DENSITY AND FLEXIBLE SETBACK BONUSES

Acknowledging that development regulations permitting higher densities and taller buildings may provide greater return to developers, this Plan seeks to incentivize development on the Bergen Street corridor by making higher-density options available. However, residents did voice concerns over densification of the Bergen Street corridor. The Plan offers the following density, height, and flexible setback bonuses as a means of compromise. Development can yield higher returns while the community derives benefits from elevated development standards.

1. Multi-family and mixed-use developments on lots with a width over 70 feet can build with the following adjusted bulk standards, if one of the provisions below is met:
  - A maximum height of six (6) stories or 72 feet
  - A 20 foot minimum rear yard setback in the MUNR district
  - A 10 foot minimum rear yard setback in the MUNC district
  - Density at a minimum lot area of 300 square feet per dwelling unit

Required actions for obtaining density bonus option 1:

- The implementation of six (6) of the sustainable design elements listed above; AND
- The provision of public space on-site, in the form of either outdoor open space/plaza areas, or indoor first-floor seating areas, equal to 10% of total lot area or 10% of the ground-floor floor area; AND
- The provision of a 10-foot step-back from the building's front facade for all floors above the 4th floor.

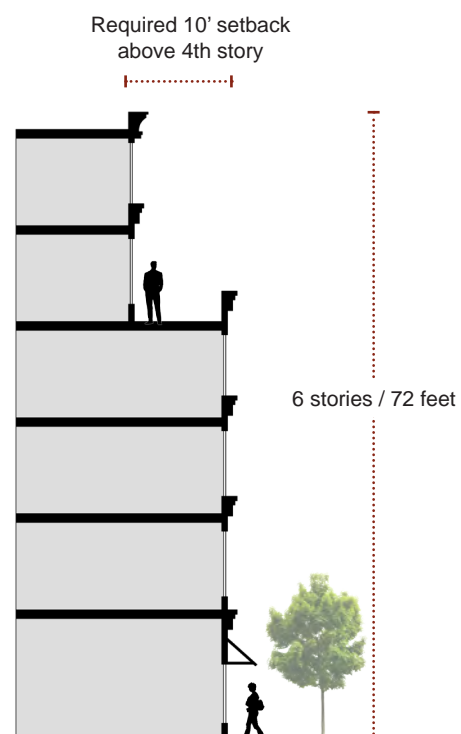
2. Multi-family and mixed-use developments on lots with a width of 100 feet or more can build with the following adjusted bulk standards, if one of the provisions below is met:
  - A maximum height of eight (8) stories or 96 feet
  - A 20 foot minimum rear yard setback in the MUNR district
  - A 10 foot minimum rear yard setback in the MUNC district
  - Density at a minimum lot area of 300 square feet per dwelling unit

Required actions for obtaining density bonus option 2:

- The implementation of nine (9) of the sustainable design elements listed above; AND
- The provision of public space on-site, in the form of either outdoor open space/plaza areas, or indoor first-floor seating areas, equal to 10% of total lot area or 10% of the ground-floor floor area; AND
- The provision of a 10-foot step-back from the building's front facade for all floors above the 4th floor.

### Step-back Requirement

All developments receiving a density bonus as stipulated above that will build over four (4) stories shall provide a mandatory 10-foot step-back from the building's front façade for all floors above the fourth floor. This requirement minimizes the effect of the increase heights on pedestrian experience, and modulates the difference in height between these buildings and surrounding smaller-scale developments. See illustrative example below:





## BUILDING FAÇADE/MATERIALS DESIGN STANDARDS

### Purpose

A streetscape that is comfortable, safe, and interesting will draw pedestrians to the shops and residences along Bergen Street. Building facades and materials create and define the public streetscape, articulating the common culture and history of a place, reflective of how it is valued by and within the community at-large. Facades and materials are important components of what makes a street interesting and comfortable. The appearance of modern buildings and new construction on the corridor should, at the very least, complement historical styles, and are encouraged to reference architectural elements of prominent historical and civic buildings located in and around the Bergen Street corridor.

### Existing Buildings with Characteristic Architectural Elements

Design elements of characteristic buildings in the Bergen Street area typically include the following elements:

- Variation of materials
- Horizontal and vertical articulation break up facades
- Façade design includes elements such as lintels, pilasters, and parapets
- Ample transparency



*Buildings on and near Bergen Street with unique design elements.  
New construction should mirror and utilize some of these elements.*

## Building and Facade Design Requirements

The following standards apply to all new construction or rehabilitation in the Redevelopment Area. Deviations shall be considered design standard waivers.

### General

- New buildings shall relate to public streets and plazas, both functionally and visually. The primary orientation of a building shall be toward Bergen Street.
- When contemporary building materials are used, dimensions and proportions of elements should be compatible with patterns set by existing neighbors.
- All pedestrian entryways and/or lobbies shall be prominent, well-lit and separate from service entrances.

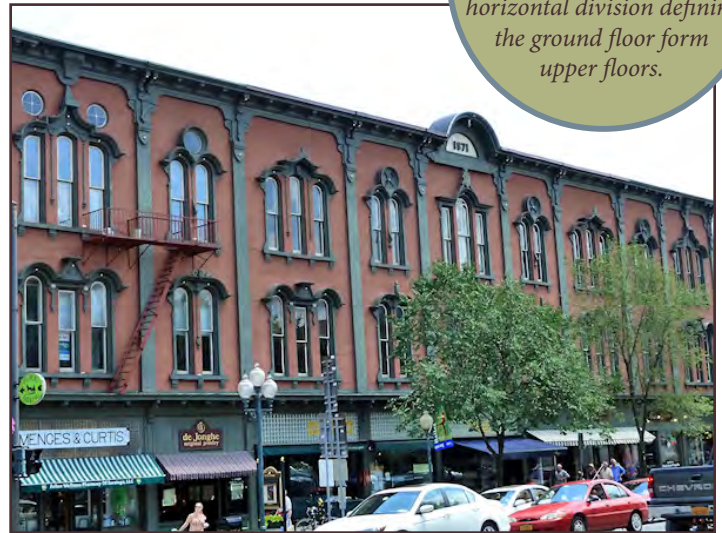
### Building Materials and Architectural Elements

- The exterior walls of buildings shall not have large blank or featureless expanses. Facades should be articulated at a minimum interval of 25 feet, achieved through changes in building plane, material color, or features such as columns, bay windows, pilasters, or others.
- To modulate scale, multi-story buildings should articulate the base, middle, and top, separated by cornices, stepbacks, or other architectural features.
- A horizontal division shall define the ground floor from the upper floors on the front facades of mixed-use buildings.
- The use of real materials, rather than imitations such as a brick veneer, is encouraged.
- Vinyl siding, plastic roof tiles, thin brick veneer or EIFS (Exterior Insulation Finish Systems) are prohibited at ground level and discouraged on upper floors facing public rights-of-way.
- EIFS on upper floor facades is permitted only if drainage channel details are provided as part of the design.
- If stucco is used, it shall not be textured.
- If there is an exposed foundation, it shall be exposed

at a maximum of 30 inches above grade.

- Materials used near sidewalks and adjacent to the entrance shall be durable and compatible with other building materials.

*Example of a building using pilasters to articulate a large façade. Also an example of a clear horizontal division defining the ground floor from upper floors.*



Source: Joana Miranda.

### Roofs

- The type, shape, pitch, texture and color of roof surfaces visible from the street shall be architecturally compatible with the building style, material, colors and details. Roof forms should be similar to those predominantly found on adjacent buildings.
- All hipped or gabled roofs ends shall have eaves.
- Eaves shall be continuous, unless overhanging a balcony or porch.
- Cornices are required on all buildings with flat roofs. They shall project a minimum of 1 foot from all front-facing facades.
- Buildings with a flat roof shall have a parapet along the entire front façade that extends a minimum of 2 feet and a maximum of 6 feet above the roofline. The parapet shall be high enough to block any rooftop mechanical equipment from street view.
- Enclosure of rooftop areas, terraces, or balconies is not permitted, however, rooftop planters, fences below the height of the parapets or railings, canvas terrace awnings, and outdoor furniture are allowed.





*Example of prominent cornices on flat roofs.  
Source: travelguideofamerica.com*

## *Porches and Balconies*

- If covered, stoops and porches shall be covered by a high quality roofing material, such as metal, slate, concrete or clay tile, and shall not be screened or otherwise enclosed.
- Porches and stoops shall be a minimum of 4 feet in depth.
- Balconies for residential units on upper stories may not extend more than 3 feet into the public right-of-way.
- French balconies and Juliet balconies are permitted.
- Where upper floors are stepped back, the area in front of the step-back may be used as a balcony.



*Example of a well-covered porch.  
Source: hgtv.com.*

## *Transparency, Windows and Doors*

- Any street-facing façade must have a minimum transparency of 30% of the area of the wall.
- Non-street-facing facades must have a minimum transparency of 20%. A reduction in this standard is permitted if required by the Uniform Construction Code.
- For non-residential uses, ground floors facing Bergen Street must have a transparent area of at least 65% of the total wall area of the ground floor facing Bergen Street.
- Windows on upper levels should be aligned with the location of windows and doors on ground level.
- Trim elements and visible window framing shall be painted or sealed.
- Openings for windows and windowpanes shall have a vertical dimension great than or equal to the horizontal dimension.
- Windows may be grouped, if separated by a mullion at least 5 inches wide, to create a horizontal composition. The maximum combined horizontal dimension may not exceed three times the combined vertical dimension.
- Windowsills shall project a minimum of 2 inches from the building face.
- All lintels shall extend a minimum of 4 inches beyond the edge of the opening.
- Doors, except garage doors, shall be or appear to be constructed of planks or raised panels (not flush with applied trim.)
- Each individual use on the ground floor is required to have its own primary entrance on the street.

### Storefronts

- First floor non-residential uses shall have at least 65% of their surface area glazed, and the visible light transmittance of that glazing shall be at least 70%.
- The maximum height of the sill above the sidewalk shall be 3 feet.
- The maximum percentage of glass that may be blocked with interior fixtures or paper signs shall be 20%.
- Solid security gates are not permitted.
- Open grid (also called open link) security gates are permitted.
- Gateboxes that hold the rolled-up security gate when it is not in use must be mounted behind the store window, concealed behind an awning or sign, or painted to fit in with the building or signage colors.
- Entrances should be recessed so that doors do not open into the sidewalk's flow of pedestrians.
- Awnings shall have a metal structure covered with canvas, metal or like product. Awnings may have a front skirt; the bottom of the skirt shall not be scalloped.
- The bottom edge of an awning shall be a minimum of 8 feet above grade.



*Example of a storefront with high levels of transparency, appropriate sill height, and a recessed entryway.  
Source: Rhinebeck.com.*

### Fencing

- Fences shall be made of aluminum, steel, or wood, and may have stucco or masonry piers. Chain link and vinyl are not permitted as fencing materials.
- Fencing heights in the front and rear yard areas shall comply with the standards provided in the Newark Zoning and Land Use Regulations.
- Refuse Areas and Mechanical Equipment
- Regulations for refuse areas and screening of mechanical equipment shall comply with standards provided in the Newark Zoning and Land Use Regulations, with the following additions:
- In residential development, outside storage of materials and personal belongings of residents shall be prohibited.
- Air conditioning units should not be placed into windows or any other openings visible from the street. Units located in non-window openings may be permitted if they are screened with a grille within the building wall.
- Every effort shall be made to make utilities as visually unobtrusive as possible.
- To the extent permitted by public utilities, transformers and generators shall be located interior to the building, on the roof or vaulted underground within the pavement area of an adjacent street or sidewalk.



*Example of an open grid security gate.  
Source: overheaddoor.com.*

## Signage

- Permitted signs
  - a. Blade signs, wall signs, neon signs, individual backlit letters, iconographic signage
  - b. Wall signs consist of any sign attached to, painted on or erected against the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall.
  - c. A blade sign is defined as a vertically oriented wall sign.
- Prohibited signs
  - a. Flashing signs, signs which vary in luminous intensity, and box signage
  - b. Moving signs or signs which provide the illusion of movement
  - c. Freestanding signs (with the exception of wayfinding signage)
  - d. Billboards
- Though it may seem counter-intuitive, the most eye-catching signs are often the simplest. People reach a visual saturation point quickly, after which they simply ignore visuals that include too much clutter. Signage in the Redevelopment Area shall strive for eye-catching simplicity.
- Buildings shall be designed to include a “signage zone” above the doorways, display windows, transom

smashes, and awnings of retail use frontage that is integrated into the overall architectural design of the building.

- Each use in a building is permitted no more than two signs, not to exceed 60 square feet in total. One sign shall be located in the signage zone and a second sign may be a pedestrian oriented blade sign.
- Corner lots are permitted one wall sign and one blade sign for each building façade facing a public street.
- Sign area is calculated by the smallest plane figure enclosing all design elements.
- The total square footage of each sign shall not be greater than three times the width of the street frontage of the ground floor establishment, or 60 square feet, whichever is smaller. (For example, a ten-foot-wide store could erect a sign no larger than 30 square feet.
- Letters shall not be taller than 18 inches in height.
- Wall signs shall not project more than 6 inches.
- Horizontally oriented signage shall not protrude above the sill line of the second floor (vertically oriented blade signage are exempt.)
- Blade signs shall be a minimum of 8 feet above grade, shall be a maximum size of six square feet, and shall not project more than 3 feet from the wall to which it is attached.
- Neon, electronic or LED signs shall not exceed 5 square feet in size, and shall only be permitted to be mounted behind storefront glass.
- Lettering is permitted on awnings, but shall be no more than 12 inches higher and shall not cover more than 12 square feet of space. Only the name and address of the business are permitted to be printed on the awning.
- No sign shall project above the roof line.
- Overhead lamps or spotlights may illuminate signs.



*A row of exemplary blade signs oriented for pedestrians.*



## STRUCTURED PARKING DESIGN STANDARDS

### Purpose

Structured parking is a permitted use in both districts in the South Bergen Street Redevelopment Plan. Developing urban core areas need to balance parking supply and demand without sacrificing a walkable attractive street environment that supports activity. Structured parking is a costly, but efficient way to provide parking in areas where the availability of land is constrained and surface parking lots are not a desirable land use. Parking structures developed along Bergen Street should not disrupt the fabric of the streetscape and should include design elements that blend well with the pattern of development and encourage active ground floor uses and design features that work with the pedestrian streetscape.

### Design Standards

- No blank walls shall front the streetscape. All facades shall provide pedestrian interest at the street level either through retail uses, architectural details, views into the structure, or public art.
- A minimum of fifty (50%) percent of a structure's frontage along Bergen Street shall consist of retail store fronts with entrances to the street.
- The structure shall be constructed of compatible and/or complementary materials to the surrounding buildings so as to blend architecturally.
- No more than one (1) driveway shall provide access to and from Bergen Street. If a parking structure is located on a corner lot, access to the garage shall be to and from the side street and the Bergen Street façade shall be designed to be compatible with the streetscape.
- Landscaping shall be provided in rooftop parking areas in a manner consistent with the City's design requirements for surface parking lots.
- Stairs and elevators shall be located adjacent to the street for security purposes.
- Lighting shall be adequate to provide for safety and proper vision and shall conform to the City's design requirements for parking lot lighting.
- Parking area informational signs shall be limited to those that provide information pertaining to direction, identifications of parking areas, identification of pedestrian and motorist exists, warnings about clearance, oncoming traffics, and parking rates, and shall be easily readable.
- Sustainable design elements should be integrated into structured parking design including cisterns to collect rainwater, landscaped canopies on the roof level, solar panel canopies, and energy efficient light fixtures.
- Electric Vehicle charging stations shall be provided for a minimum of 10% of the parking spaces provided.



*Modern parking garage design can include decorative art or plantings, or be characterized by attractive structural design. (source: inhabitat.com - above, structured parking solutions - below)*



## LANDSCAPING

### Purpose

Landscaping is an important component of the streetscape and site plan development. Providing adequate landscaping of a type that can thrive in an urban environment is crucial to creating an attractive and comfortable place. In addition, landscaping reduces impervious surface and runoff and helps with stormwater management. Employing landscaping strategically can greatly reduce the amount of water that enters the storm sewer system. Site landscaping shall adhere to the following standards:

### Landscaping Design Standards

The landscaping design standards in the City of Newark Zoning and Land Use Regulations, located at Section 40:16-2-1 shall apply within the Redevelopment Area.

- Where possible, native and low maintenance plant species, and drought resistant plants should be utilized.
- Green infrastructure, the practice of including design features such as grassy bioswales, rain gardens, or other bio retention areas that limit runoff and retain water through natural controls should be implemented where possible.
- Landscaping Design Requirements
- All of the lot area not covered by buildings or other impervious surfaces shall be landscaped with vegetative cover.
- On Site Trees –
  - a. For each 2000 square feet of lot area (rounded up) there shall be at least one (1) tree planted on site with a minimum of two and one-half (2.5) to three (3) inches in caliper and eight (8) feet in overall height at the time of installation. There shall be a minimum pervious area of twenty-five (25) square feet per tree.
  - b. Where more than one (1) tree is required, such trees may be planted in clusters or groups. Trees shall be mulched with at least two (2) inches of bark mulch or other material commonly used for the purpose.
  - c. On-site trees shall be planted in a front yard if space allows. If there is no front yard, or insufficient space exists, trees may be planted in a side yard or rear yard.
  - d. If the required number of trees cannot be accommodated on-site, the developer may, at the discretion of the Planning Board, make a contribution to the City Tree Planting and Preservation Fund in an amount to be determined by City professionals.
- Shade (Street) Trees
  - a. Shade trees shall be planted along all streets spaced at a maximum of thirty-five (35) feet on center, and shall be three (3) inches to four (4) inches in caliper, measured six (6) inches from ground level after planting.
  - b. All shade trees shall be planted in metal tree grates.
  - c. Trees shall be selected to achieve a uniform attractive pattern along the Bergen Street corridor.
- Prohibited Tree Species

The following tree varieties may not be planted:

  - a. Bradford Pear / *Pyrus calleryana* ‘Bradford’
  - b. Empress Tree / *Paulownia tomentosa*
  - c. Tree of Heaven / *Ailanthus altissima*
  - d. White Poplar & Lombardy Poplar / *Populus alba* & *Populus nigra*
  - e. Russian Olive
  - f. Siberian Elm
  - g. Amur Maple
  - h. Silver Maple
  - i. Norway Maple
  - j. Gingko Biloba – female
  - k. Any tree listed on the NJDEP Invasive Plant List or USDA Invasive Plants Field and Reference Guide may be planted.

### *Tree Planting and Preservation Fund*

- It is recommended that the City consider establishing a distinct Tree Planting and Preservation Fund for the South Bergen Street Redevelopment Area. Any

contributions made in conjunction with approved developments within the Area shall be placed in that fund for use exclusively within the Area.

- Monies in the special South Bergen Street Redevelopment Area Tree Planting and Preservation Fund may be used to provide or maintain street trees along the Bergen Street corridor or may be used for the development or maintenance of public parks and open space amenities within the Redevelopment Area.

### Buffer Areas and Screening

Buffer Areas and Screening of Uses and Activities shall be provided in accordance with the standards at 41:16-3 and 41:16-4 of the Newark Zoning and Land Use Regulations, with the following exceptions:

- Buffers shall also be provided along the entire linear footage of lot lines where a residential use receiving a density bonus per the requirements in this Plan abuts an existing residential use outside of the South Bergen Street Redevelopment Area.
  - a. In this case, buffer areas shall not be less than five (5) feet in width from the lot line abutting the existing residential use.
  - b. Buffer areas shall be planted with a combination of evergreens, deciduous trees and shrubs of such species and sizes which will produce within two (2) growing seasons a living screen at least six (6) feet in height. Buffers shall be of a density so as to obscure throughout the full course of the year the glare of automobile headlights or other bright sources of illumination emanating from the premises.
  - c. Where vegetation is not practical, screening shall consist of an opaque fence or wall to a height of six (6) feet. Wood stockade fences are preferred.

## STREETSCAPE DESIGN STANDARDS

### Purpose

Streetscape improvements are encouraged along the entirety of the Bergen Street corridor. In many urban areas, special improvement districts participate in the provision, maintenance, and upkeep of amenities on sidewalks within the public right-of-way. Developers can be required to provide or contribute to features within the public space as part of an agreement with the City. The Bergen-Lyons-Clinton Special Improvement District will be an important advocate for the neighborhood, and partner for developers and business owners in the Area when it comes to the installation and maintenance of these features.

Improving public spaces through streetscape design can help create a place with a distinct identity and sense of community. The following improvements to the Bergen Street corridor can improve the public space and contribute to the envisioned revitalization of the Area.

### Sidewalk

Decorative sidewalk should be provided along the corridor to distinguish Bergen Street from the surrounding areas. A uniform design for the Area should be established in conjunction with the Special Improvement District and the City Department of Engineering. The decorative sidewalk installed along the frontage of the Newark Police Department 5th Precinct Station is a good example of specialized sidewalk design that could be employed throughout the corridor.



*Newark Police  
Department 5th  
Precinct Station with  
decorative sidewalks*

Image courtesy of Google Earth, captured August 2015

## *Bus Shelters*

There are several bus stops along the Bergen Street corridor, some of which are not currently equipped with bus shelters. Bus shelters with benches should be provided at each stop along the corridor. In order to promote equity and transportation choices, and provide a safe place for people to wait for the bus, the installation of shelters and benches is recommended. New Jersey Transit operates the bus service along the corridor, but is not responsible for the maintenance of bus shelters. The City, possibly in conjunction with the Special Improvement District should explore options and designs for adding bus shelters to all the bus stops along Bergen Street.

## *Benches*

Benches should be provided with bus shelters, but may also be appropriate in other areas as stand-alone features. A uniform bench design for the corridor should be established in collaboration with the Special Improvement District as part of a larger branding effort.

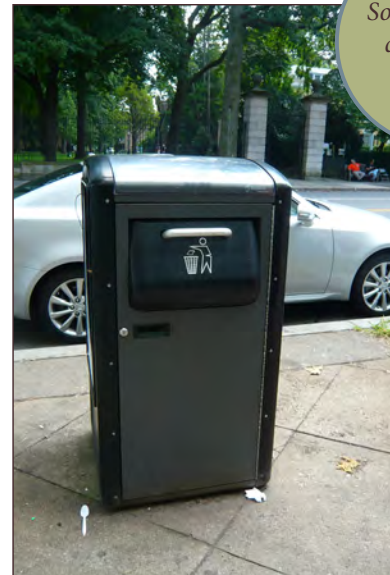
## *Trash and Recycling Receptacles*

Providing trash and recycling receptacles that are regularly emptied and maintained is important to reduce litter and create a clean, safe, and attractive streetscape. Receptacles should be installed as part of new commercial developments, and should be maintained by business owners, or managed in conjunction with the Special Improvement District.

- Solar powered compactor receptacles are preferred.
- Receptacles are particularly important at intersections.
- Receptacles should be a minimum of 24 gallons in size.

## *Bike Racks*

A uniform bike rack design that is consistent with other branding efforts for the corridor should be developed in conjunction with the Bergen-Clinton-Lyons SID. Racks should be provided along Bergen Street at strategic locations, where appropriate. The key intersections at the north and south ends of the corridor (Clinton Avenue and Lyons Avenue), as well as areas with concentrations of commercial



*Solar powered  
compactor  
receptacle*

uses are the top priorities. Any public parks or open space developed within the corridor should also be accommodating to bicyclists.

## *Planters*

Landscaping is an important component of streetscape design. Street trees are required as part of the landscaping standards for new development. Planters can come in a variety of shapes and sizes. They can be integrated with other design features or serve dual purposes. For instance, linear planters can act as buffers between the sidewalk and the road. Hanging baskets can be combined with light poles. Areas where parallel parking is permitted are not suitable for planters near the curb, but where angled parking, or no parking is provided planters may be suitable. No planter



*Example of Bike Racks*



should consume more than 20% of the sidewalk width.

In order for the installation of planters to be successful, frequent upkeep and maintenance is required to ensure healthy plants and to prevent planters from become dumping grounds for litter. It is recommended that planters be included in streetscape improvements with the understanding that a regular maintenance regime will need to be followed.

### *Lighting*

Adequate street lighting is essential for pedestrian safety and security. An aesthetically pleasing, but functional light design should be required along Bergen Street. Existing “cobra head” style lights are not designed for pedestrian safety and comfort. A unique design can distinguish the corridor from the surrounding streets and contribute to a sense of community. The following standards for lighting shall be followed throughout the Area:

- Street light illumination shall be consistent throughout the Area.
- The location of street lights shall be coordinated with the location of street trees to avoid conflicts.
- Building mounted lights shall be integrated into the overall architectural design.
- All building entrances shall be illuminated by exterior lighting.
- Light fixtures shall be mounted no higher than eighteen (18') feet; the supporting light pole shall not exceed twenty (20') feet in height.
- Energy efficient fixtures, such as LEDs, should be used where ever possible.

### *Wayfinding Signage*

Another streetscape installation that can contribute to the branding and identity of the Area is wayfinding signage. There are signs currently along Bergen Street that identify destinations near the Area such as Beth Israel Hospital. These signs can identify additional points of interest along Bergen Street and can provide guidance from the corridor to points of interest throughout the neighborhoods, including bus stops. The design and placement of new signs should be

coordinated with the Special Improvement District as part of a larger branding effort for the corridor and neighborhood.

### *Parklets*

Parklets are extensions of the sidewalk that provide additional space for pedestrian amenities. They are typically installed in one or more parking spaces and are generally temporary in nature. Curbside parklets shall be permitted by special permit of the City of Newark, Division of Traffic and Signals.

### *Sidewalk Dining*

Sidewalk dining outside restaurants along the Bergen Street corridor was identified as a desirable feature at the public outreach sessions during the plan development process. Outdoor dining can contribute to a lively and active street environment. Areas along the corridor that have sufficient sidewalk width shall be permitted to offer this amenity. Sidewalk dining shall be permitted where adequate sidewalk space exists, and shall be developed in accordance with the following standards:

- Public sidewalk dining is permitted in front of all dining establishments. The furniture should be consistent with the established design theme and shall not interfere with circulation.
- A minimum of four (4') feet of unobstructed sidewalk space shall be provided where any sidewalk dining occurs.
- Restaurants must provide for the disposal of recyclable cans/bottles and garbage. Public receptacles for garbage shall not be used. Sidewalk areas shall be kept clean during hours of operation. Litter shall not be permitted on adjoining sidewalks or property.
- The placement of outdoor tables shall be limited to the area immediately in front of approved restaurants, cafes or eating establishments. No portion of any sidewalk dining equipment including chairs, tables and opened umbrellas, shall encroach upon the sidewalk area in a manner to block, impede or cover adjacent store fronts, doors or windows in front of other business establishments.



## Crime Prevention Through Environmental Design (CPTED) Principles

Crime Prevention Through Environmental Design (CPTED) is a basic set of design principles that treat the physical environment as spaces that can either potentially enable or inhibit the likelihood that crimes will occur in those spaces. A key consideration of CPTED is making the streets and sidewalks safe for all users to get to their destinations. These principles should be viewed as an additional layer of design standards for all development applications. They should be applied to all reviews of public or private space, with particular emphasis placed on how a buildings' design, landscaping, lighting, or other components may impact public safety, either perceived or real.

### *Natural Surveillance*

Natural surveillance is the design of public spaces so that the presence of others can be felt. Pedestrians feel safer if they feel as though someone else is nearby, whether or not someone is actually there. For this reason, people are afraid of dark alleys at night. People are also less likely to commit crimes if they feel that they are being watched. Providing natural surveillance serves as a form of self-policing that functions as a crime deterrent, as well as giving people a sense of security.

- Buildings should be oriented towards the public street, with windows and doors facing the street, to create a sense of “eyes on the street”
- There should be a good visual connection between the public spaces of the street, and ground level spaces of buildings on those streets. Blank walls should be avoided.
- The public realm should be visually open and clear of barriers. Any place where there is a potential hiding spot or an area that is out of view from the street or public areas creates a potentially hazardous and unsafe space.
- Landscaping such as shrubs or bushes should not create a visual barrier.

### *Lighting*

Sidewalks, building entrances, and public spaces should be well illuminated at night. People feel safer if they can see what is ahead of them, and around them.

- Ensure all building entrances are well lit.
- The exterior of buildings along public streets and spaces should also be lit.

### *Maintenance and Code Enforcement*

Conducting regular maintenance and repairs on a building or space, and keeping it clean and litter free, gives the impression that someone cares about that space, and has the means to control it. Areas that are dirty and show serious signs of dilapidation or disrepair indicate that there is little concern for the area, and that no one is asserting any ownership or control over the space. This leads to the impression that deviant or criminal behavior may be permissible in that space.

- Spaces should be designed to be low-maintenance, and easy to repair or clean.

### *Security Cameras*

Security cameras can serve as a deterrent to criminal activity and assist authorities in investigating crimes. They provide additional “eyes on the street” to contribute to neighborhood safety. Property owners and developers are strongly encouraged to install security cameras and register them with the Newark Police Department.

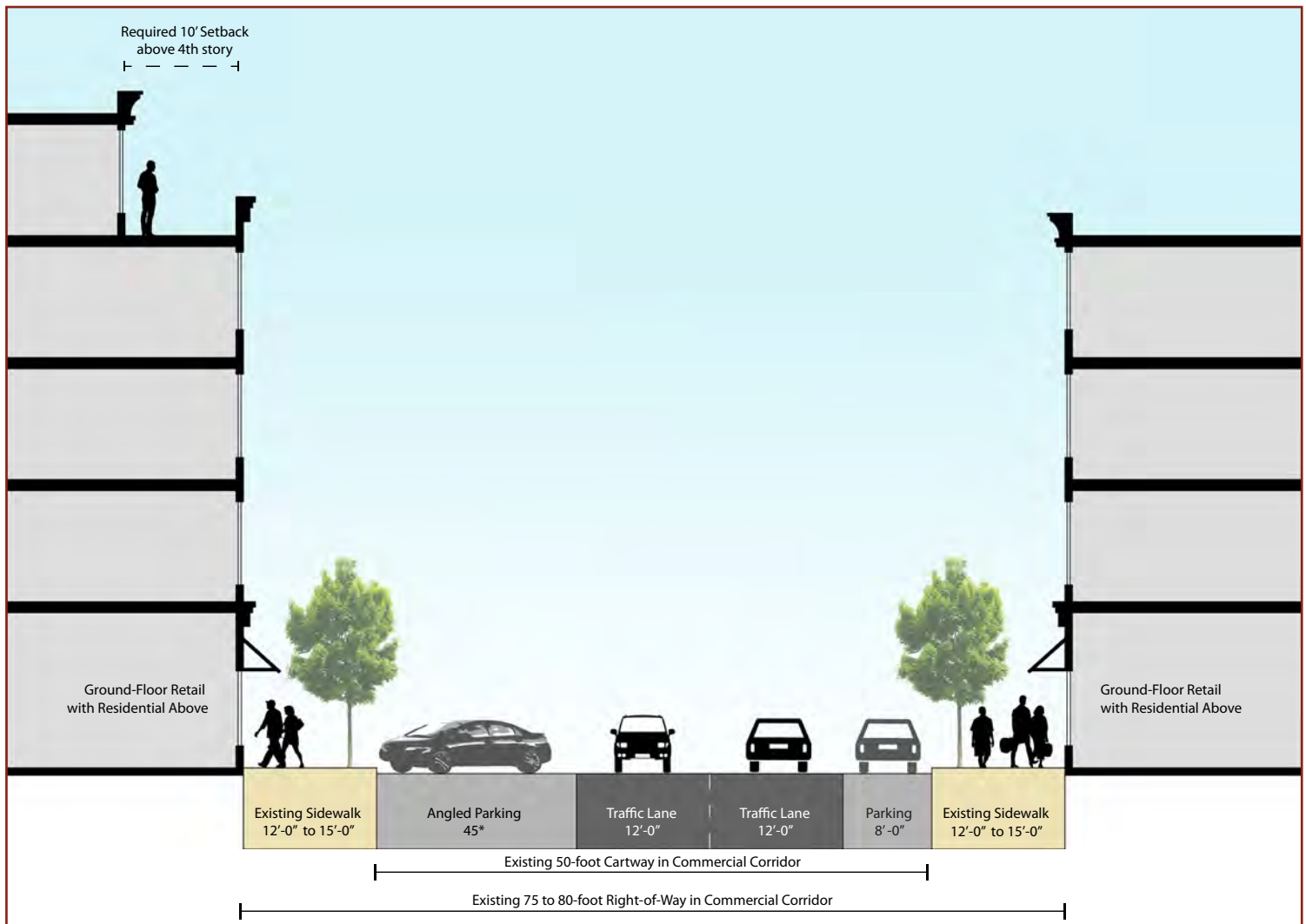
## CIRCULATION CONFIGURATION STRATEGIES

Bergen Street is a well-traveled secondary arterial roadway within the City. It experiences steady traffic volumes and has been identified in the City's Master Plan as a high-crash area. Traffic calming strategies may be appropriate to ensure pedestrian and cyclist safety and strike a balance between motorized and non-motorized modes of transportation. Traffic calming is a process of adding features to the road, or narrowing the driving lanes to force drivers to obey posted speed limits and remain attentive to their surroundings. Traffic calming has been shown to improve traffic congestion while simultaneously enhancing pedestrian safety. The Bergen Street corridor offers sufficient right-of-way width to consider several reconfiguration options, including: adding bike lanes, establishing angled parking, providing curb extensions, or widening sidewalks.

### Angled Parking

Within the South Bergen Street Redevelopment Area, the width of the right-of-way varies between sixty (60') and eighty (80') feet wide at various points. In the southern end of the corridor between Renner Avenue and Lyons Avenue, the right-of-way is at its widest. In this area, it would be possible to reconfigure the driving lanes to provide angled parking along one side of the street while maintaining appropriate driving lanes and sufficient sidewalk length. The image below illustrates a cross-section of this potential reconfiguration.

For illustrative purposes only



## Curb Bump-Outs / Extensions

Curb extensions are a type of traffic calming technique that is commonly employed in commercial areas to minimize pedestrian crossing distances. The curb and sidewalk are extended several feet at intersections to narrow the distance between opposite sides of the street. They do not interfere with on-street parking because parking is restricted in close proximity to intersections as a matter of course. These installations improve pedestrian safety by reducing intersection crossing distances, lower wait times for turning vehicles, and force drivers to be cautious and aware of their surroundings. When designed properly, curb extensions do not interfere with vehicle turning radii and provide additional space for pedestrians, vegetation, street furniture, or other amenities.

Bump-out and extension areas also present an opportunity for instituting sustainability measures by providing space in the streetscape for green infrastructure elements such as bioswales or rain gardens.



*A curb bump-out providing triple benefits of calming traffic, reducing pedestrian cross distance, and providing a rain garden for water infiltration. Source: Kentucky Waterways Alliance.*

## Sidewalk Widening / Road Diet

“Road Diets” are a reconfiguration of roads to reduce the amount of space dedicated to vehicles in order to provide additional space to pedestrians, cyclists, or for streetscape improvements. For the Bergen Street corridor, a reduction



*Example of bump-out with street furniture.*

in lane width could be combined with widening sidewalks, particularly in the southern section of the Area where sections of the right-of-way are eighty (80') feet wide. This strategy can provide wider sidewalks to accommodate street furniture, outdoor dining, planters, and other amenities. It can also reduce the distance that pedestrians have to traverse to cross the street. A narrower travel lane also forces drivers to slow down and obey posted speed limits.

Whenever sidewalks are widened, the use of tree pits, planter strips, vegetated verges, planters, green infrastructure, and pervious pavements should be included to help reduce stormwater impacts on the City's combined sewer system.

## Bicycle Amenities

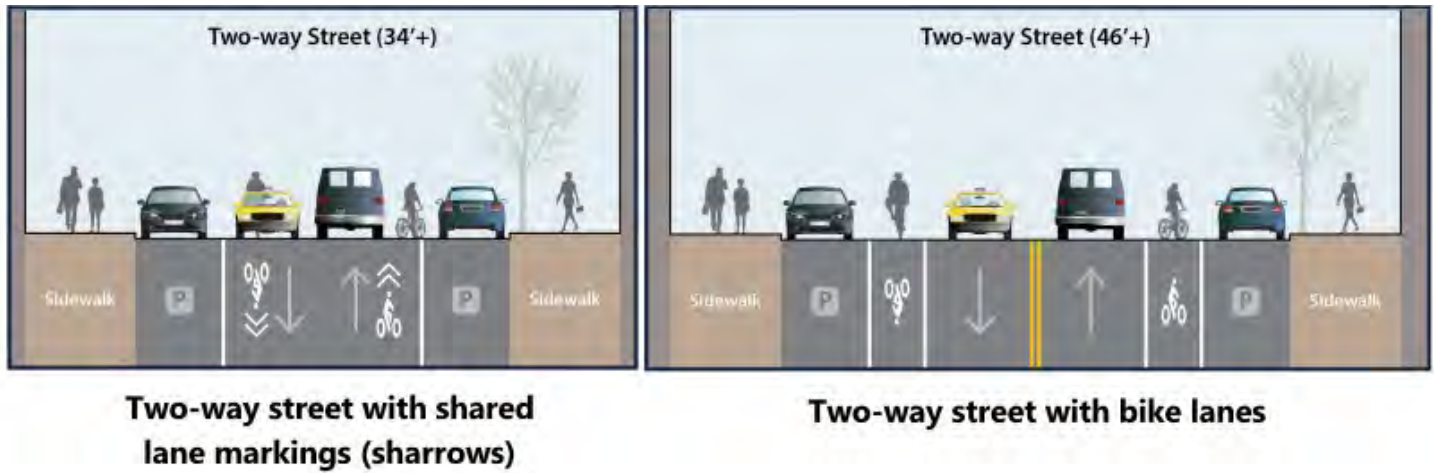
The City of Newark's 2012 Master Plan identified Bergen Street as the site for a proposed on-street bike lane. Then, in February 2016, the City, in partnership with the North Jersey Transportation Planning Authority (NJTPA), released the City



*Source: City of Newark Pedestrian and Bicycle Safety Action Plan*



Source: City of Newark Pedestrian and Bicycle Safety Action Plan



of Newark Pedestrian and Bicycle Safety Action Plan. The Plan establishes several goals, including a “vision-zero” initiative to eliminate pedestrian and cyclist fatalities, and the development of pedestrian and bicycle facilities throughout the City. Several of the strategies and amenities proposed in the Plan are recommended for the Bergen Street Corridor.

Bergen Street is identified as a high crash corridor and several “hot spots” for crashes involving pedestrians are located within the South Bergen Street Redevelopment Area. These locations are near the intersection of Bergen Street and Clinton Avenue, near the south side of the I-78 overpass, and near the intersection of Bergen Street and Lyons Avenue.

Enhancing pedestrian and cyclist safety is a priority throughout the Bergen Street corridor. Establishing links between the Bergen Street corridor and Weequahic Park should be a priority for the south side of the Area, and links to the City’s established bike routes from the intersection of Bergen Street and Clinton Avenue should be a priority in the north side of the Area.

#### *Bike Lanes / Sharrows*

Since Bergen Street has been identified as a high crash corridor, consideration should be given to providing dedicated bike lanes or shared lane markings along the Bergen Street corridor. Providing on-street bike routes is a goal of the City’s Master Plan, and these improvements will be a city-wide goal as a Bicycle Master Plan is developed.

Shared lane markings in streets are commonly referred to as “sharrows”. These are an approved Uniform Traffic Control Device in the Federal Highway Administration Manual. Sharrows may be used on streets with speed limits at or below 35 miles per hour and placed 11’-0” from the curb when parallel parking is present and 3’-0” when it is not.

Bike lanes and sharrows serve as a form of traffic calming, make drivers aware of the presence of cyclists, recommend proper bicyclist positioning, and offer directional or wayfinding guidance to cyclists.



*Example of sharrows*



## PARKING MANAGEMENT STRATEGIES

Parking management strategies can be utilized to improve the efficiency of parking operations and provide an optimal amount of parking in a defined area. Parking requirements and policy tend to assume that parking should be abundant and free. The cost of parking for new construction ends up being borne by the end user in the form of higher rents or higher prices. Excessive parking can also limit the appeal of alternate modes of transportation, and can make an area less accommodating to pedestrians.

Implementing parking management strategies cannot be done through a redevelopment plan alone. The following is a selection of potential parking management strategies that may be adopted by the City, or implemented in conjunction with the Bergen-Lyons-Clinton Special Improvement District, and/or the Parking Authority.

### Increase Existing On-Street Capacity

Several strategies can be employed to increase the existing capacity of on-street parking along the Bergen Street corridor:

- At present, parallel parking is permitted along the entire Bergen Street Corridor within the Redevelopment Area, with the exception of Bus Stops and other similarly restricted areas. None of the parallel parking spaces is individually striped. Striping the spaces can encourage more efficient use of the existing on-street parking.
- The portion of the Corridor between Renner Avenue and Lyons Avenue features a wider right-of-way than the rest of the corridor. The 80' width of this right-of-way could accommodate angled parking stalls along one side of the street. This would provide some additional parking capacity in this area, which is located in the MUNC District.



### Increasing Existing Off-Street Capacity

The goal of this plan is to revitalize the Bergen Street corridor. With revitalization may come increased demand for parking. Providing small amounts of off-street parking on individual lots can cause interruptions in the streetscape, inefficient use of land along the corridor, and can detract from the safety, comfort, and desirability of the pedestrian experience. The City, Parking Authority, and SID should consider future locations for an off-street surface parking lot or structured parking facility in or near the corridor.

Other management strategies, particularly instituting fees for on-street parking in the corridor should be considered prior to the development of additional public parking. If free street parking is available, drivers will be much less inclined to pay for parking in an off-street lot.

### Flexible Pricing and Duration of Public Spaces

At present, parking along Bergen Street is free, and the only restriction on duration is a weekly street sweeping schedule. A parking management technique to encourage turnover of parking spaces and provide income to the parking management entity is to introduce metered pricing in the MUNC District during business hours.

### In Lieu Fees

This strategy proposes establishing a fund, managed by the SID and/or the City Parking Authority that can be used to provide and manage parking along the Bergen Street Corridor. The primary source of funding should be contributions known as “in lieu fees” paid by developers instead of providing all of the required parking on site. Providing parking, either in surface lots, or in structures adds to construction costs. Developers can be permitted to satisfy all, or a portion of their parking requirement, by providing a contribution to a fund managed by the SID and the Parking Authority. The money collected shall be used to provide and maintain public parking facilities within the Bergen Street Redevelopment Area or to fund other parking management initiatives.

### Shared Parking Arrangements

Shared parking arrangements can allow uses with different peak demands to capitalize on parking that sits unused for large periods of time. Existing facilities, such as places of worship, that have peak parking demands during specific limited times, may be able to garner income from portions of their parking lots by providing select spaces in their lots for use by permit holders or visitors that pay a fee. This program would not be mandatory, but if managed by the SID or another entity may represent an option to make more efficient use of existing resources.

### Resident Permit Programs

In the future, if the intensity of development and parking demand for non-residential uses increases significantly, it may be important to implement a resident parking permit program. Resident permit parking should be limited to streets in residential zones in the vicinity of the Bergen Street corridor.

### Consider Existing Sources of Parking

The Beth Israel Medical Center parking deck is located two blocks west of the intersection of Bergen Street and Lyons Avenue. This intersection represents a primary opportunity area in the southern portion of the corridor. As demand for parking increases in the corridor, coordination with the hospital to permit public use of the parking deck could represent an opportunity to optimize existing parking resources. The route between the Bergen Street corridor and the hospital should be clearly marked with wayfinding signage, and marketing materials for the commercial district could identify the hospital deck as a possible parking location.

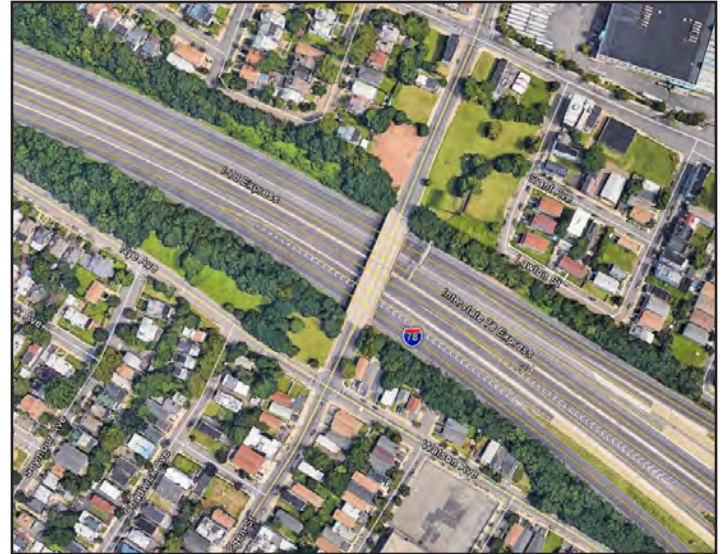
### Enhance Streetscapes and Pedestrian Amenities

This strategy is discussed throughout the plan as it relates to the general revitalization of the corridor. Improvements to the street environment that promote pedestrian safety and comfort can also make parking located further from destinations more attractive.

## CONNECTIVITY STRATEGIES

### Existing Conditions

The I-78 Bridge represents a point of disjuncture between the northern section and the southern section of the South Bergen Street Redevelopment Area which must be overcome in order for the corridor to become a connected and cohesive district. The City's 2012 Master Plan shows the bridge as the dividing point between the three neighborhoods within the Plan Area, and identifies the I-78 highway as a barrier that inhibits mobility within the city and disconnects certain neighborhoods from various assets, including parks and essential neighborhood services like shopping and schools. Despite the fact that the Bergen Street Bridge provides a physical connection between the two sides of I-78, the mental divide between the two sides is still significant.



*Aerial view of the Bergen Street Bridge over I-78.  
Source: Google Earth*

The bridge itself is not a comfortable space. It is approximately 300 feet long. At present, it consists of two vehicular travel lanes, one in each direction, bordered by sidewalks on either side.



*Pictures of the bridge and existing signage from a pedestrian point of view*

The sidewalks are separated from the roadway with a slight elevation and curbing. The roadway below is visible through chain link fencing. On either side of the bridge, the nearest properties are vacant, giving no sense that one has arrived anywhere upon crossing. Traveling south, a sign welcomes visitors to the Weequahic neighborhood, but there is no corresponding sign welcoming visitors to Clinton Hill.



*Street-level view of the Bergen Street Bridge over I-78. Source: Google Maps*



## New Strategies for Bridge Improvement

New urbanist principles hold that in order generate street life, corridors must feel safe, be comfortable, and be interesting. At present, the design of the I-78 Bridge does not possess these qualities. Street life also cannot exist in the absence of worthwhile destinations. The vacant land on either side of the bridge does not communicate the presences of the commercial, residential, and community spaces available further north and south along the I-78 corridor. Other cities are contending with similar highway barriers, and are instituting design standards that will make these bridge

crossings more safe and comfortable for pedestrians, and incorporate them as part and parcel of vibrant corridors, as opposed to their current status as no-man's lands between separate corridor sections.

The Long Street Bridge redesign in Columbus, Ohio provides an example of how bridges over divisive barriers can be transformed into agents of place-making. Originally much like the present Bergen Street Bridge, with only travel lanes and sidewalks, the Long Street Bridge has become a park with a passive recreation area and a cultural wall that celebrates the history and culture of the King-Lincoln District.



*For layout and plans  
for the redesign of the  
Long Street Bridge*



*Source: Ohio DOT*



*Source: MKSK*

*Realization of the  
Long Street Bridge  
project, a new park  
and a cultural wall*



*Source: Miami University / Larry Winston Collins*



## LAND USE PLAN

Other examples of similar bridge treatments can be found in northeastern cities. New York City hired landscape architects Starr Whitehouse to conceptualize improvements to bridges over the Brooklyn-Queens Expressway. The concepts included below add a canopy and vegetation to the bridge that provides a sense of enclosure during the day, and lighting at night. In Philadelphia, the Market Street Bridge was improved to include planters and bleacher seating.

*Designs for bridges over NYC's Brooklyn-Queens Expressway provide interests, enclosure, and lighting.*



*Source: inhabitat.com, designs by Starr Whitehouse*

*In 2015-2016, new pedestrian and landscaping elements were added to the Market Street Bridge in Philadelphia.*



*Source: westphillylocal.com / Ben Tran*



Many of these projects involved the widening of bridge areas, and are likely a long-term vision for the Bergen Street Bridge, which has a relatively limited width. In the meantime, temporary measures such as sidewalk and fencing art could help to give the bridge some identity as a place for people.



*Plans for enhancing alleys in Athens, Ohio envision adding design elements to metal grating. A similar treatment could be pursued on the Bergen Street Bridge, albeit a treatment that reflects local character. For example, text reading “Park to Hill” acknowledges both the transition between neighborhoods and their connection.*

*Source: The Essence of Athens Plan, Kyle Ezell et al.*

Plantings can be added to the vacant lot on either side of the bridge. Either end of the bridge could also include signage depicting the commercial and community uses that are further down the corridor, directing pedestrians and visitors toward the active uses nearby. This signage can be a simple

and effective wayfinding sign, or a more artistic and unique sign that is half sign and half art piece, as with the map of New York City’s Chelsea Market shown below.



*Source: Jess Greene/jetfuellines.wordpress.com*

## RECREATION AND OPEN SPACE STRATEGIES

### Existing Recreation and Open Space in Proximity to Bergen Street

The South Bergen Street Redevelopment Area is located in close proximity to the following parks:

Park Name	Park Type	Park Size	Distance from Redevelopment Area	Amenities
Hunterdon Street Park	Active Recreation Pocket Park	0.2 acres	830 feet to Bergen Street at Madison Avenue	Basketball courts  *Overall this park is in disrepair and requires improvements
Herpers Park	Passive Recreation Pocket Park	0.4 acres	3,515 feet to Bergen Street at Clinton Avenue	Grass area and plantings.  *This park is a passive recreational area lacking amenities such as benches
Homestead Park	Passive Recreation Pocket Park	0.5 acres	3,000 feet to Bergen Street at Runyan Street	Small walking path, Ample tree plantings  *This park is a passive recreational area lacking amenities such as benches
Boys and Girls Club Playground	Passive Recreation Neighborhood Park	0.3 acres	2,150 feet to Bergen Street at Hawthorne Avenue	Playgrounds, Basketball courts
Mildred Helms Park	Neighborhood Park	3.6 acres	540 feet to Bergen Street at Bigelow Street	Playgrounds, Jogging trail
Badger Avenue Park	Neighborhood Park	0.7 acres	1,080 feet to Bergen Street at Runyan Street	Playgrounds, Basketball courts, Tennis court, Fields
Weequahic Park	Regional Park	311.1 acres	1,025 feet to Bergen Street at Lyons Avenue	playgrounds, jogging trail, 80 acre lake, basketball courts, tennis courts, baseball fields, softball fields, picnic areas, public golf course



Figure 14  
Service Area of Parks in Proximity of Bergen Street

HEYER GRUEL & ASSOCIATES

South Bergen Street Redevelopment Plan

November 2016



- |   |  |
|---|--|
| <span style="display:inline-block; width:15px; height:10px; background-color:green; border:1px solid black;"></span> Existing Park            | <span style="display:inline-block; width:15px; height:10px; background-color:purple; border:1px solid black;"></span> Proposed Park            |
| <span style="display:inline-block; width:15px; height:10px; background-color:lightgreen; border:1px solid black;"></span> Quarter-Mile Buffer | <span style="display:inline-block; width:15px; height:10px; background-color:lightpurple; border:1px solid black;"></span> Quarter-Mile Buffer |
| <span style="display:inline-block; width:15px; height:10px; border:2px solid black;"></span> Redevelopment Area                               | <span style="display:inline-block; width:15px; height:10px; background-color:pink; border:1px solid black;"></span> Bergen Street              |

0 0.05 0.1 0.2 Miles

Sources: NJDOT, NJGIN (2013 draft parcels)







*Previously active recreational sites associated with the William H. Brown academy are now closed and underutilized.*



Typical pocket and neighborhood parks have a service area of a quarter-mile to a half-mile, representing a distance roughly equivalent to a five- to ten-minute walk. As can be seen in Figure 13, most of the corridor is located within the service area of existing parks. However, the portion of the Redevelopment Area between Mapes Avenue and I-78 falls outside of all service areas. This finding is consistent with park service area analysis performed in Newark's 2012 Master Plan.

Currently, there are no active or passive recreation uses along the corridor itself. Historically, a park was located on Bergen Street between Clinton Avenue and Bigelow Street, associated with the William H Brown Jr. Academy. Basketball courts and other recreational areas were provided. A playground operated by Head Start is located at the corner of Custer Avenue and Bergen Street, though it is unknown the extent to which it is open to the public.

The City is currently exploring the idea of placing a pocket park at 367-369 Seymour Avenue. Though it is outside of the South Bergen Street Redevelopment Area, the development of a park in this location would certainly help to eliminate the existing service gap.

Even if the Seymour Avenue park comes to fruition, the development of a pocket park or plaza within the Redevelopment Area itself is still a valid objective, as such a

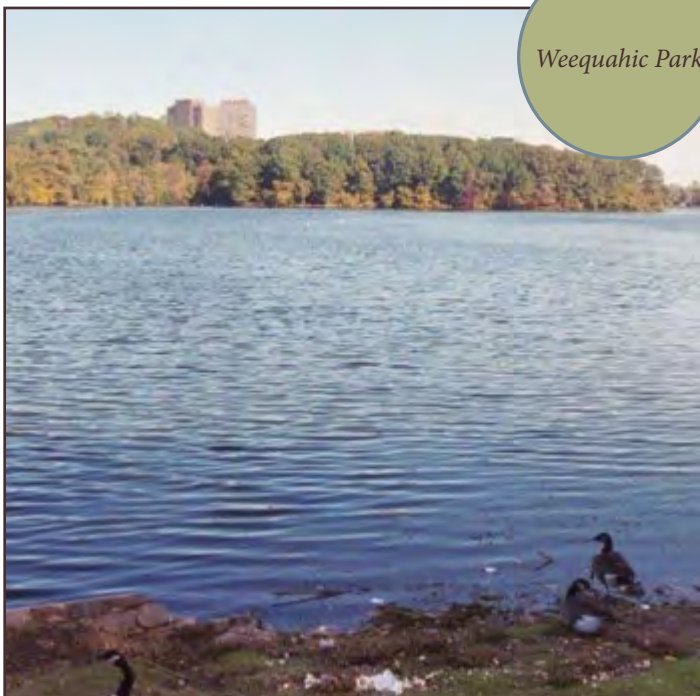
park would provide an immediate and visible place for rest, outdoor dining, and other passive recreation activities that complement nearby economic activities along the corridor, and to reinforce the corridor's connection with Weequahic Park.

The need for more open space and recreational facilities in the Redevelopment Area was introduced by attendees at public meetings, and arose in conversation with pedestrians during site visits to the Area. The following comments related to open space were received:

- The possible reopening or reuse of the recreational facilities adjacent to the William H Brown Academy.
- The desire for more open space along the corridor, particularly
  - a. A dog park, and
  - b. Passive recreational areas where people can gather, rest, and eat.
- The disconnection of the Bergen Street corridor from Weequahic Park. Though Weequahic Park is mere blocks from the Redevelopment Area, there are no visual or other cues tying the two locations. Pedestrians and other visitors to the corridor do not mentally feel or recognize the proximity to Weequahic Park.

## Ideas for New Open Space and Recreational Facilities

The dual goals of providing additional recreation space along the portion of Bergen Street that falls outside of park service areas and strengthening the connection between the corridor and Weequahic Park are complementary. This Redevelopment Plan envisions the creation of a “Little Weequahic Park” along Bergen Street at its intersection with either Mapes Avenue, Renner Avenue, or Custer Avenue that will act as a satellite location for Weequahic Park proper. Little Weequahic Park would be a small passive pocket park, providing benches and tables, where people could congregate and eat. A portion of Little Weequahic could also be reserved as a dog park. To reinforce the connection between the two parks, a connector bicycle-pedestrian path could be installed. Custer Avenue may be the easiest road to reconfigure for such a path due to a large right-of-way and the presence of an underutilized planting boulevard between the travel lanes. One obstacle to the short-term realization of a park on Bergen Street is the lack of existing municipally-owned properties at the suggested intersections. There are some vacant sites, but they may require environmental clean-up.



Weequahic Park

Source: [essexcountyparks.org](http://essexcountyparks.org)

The need for indoor recreation spaces emerged as a topic of concern during community meetings. Especially in winter months, it is difficult to find spaces for activities for kids. Interest in an indoor pool was expressed, which may be satisfied by plans for the revitalization of Deliverance Temple Church on Clinton Avenue, which has an Olympic-sized pool. Residents and community leaders also expressed the desire for more indoor basketball facilities. Gyms and community facilities are both permitted uses in this plan, and should be encouraged to develop in view of community recreation needs.

*Schenley Plaza in Pittsburgh provides outdoor table seating and passive park areas.*



Source: [billpeduto.com](http://billpeduto.com)

*In Union Square Park, a dog run coexists with passive park elements in a dense urban context.*



Source: [nycgovparks.org](http://nycgovparks.org)



Figure 15  
Prospective Areas for a New Park

HEYER GRUEL & ASSOCIATES

South Bergen Street Redevelopment Plan

November 2016



- Parks
- Quarter-Mile Buffer
- Redevelopment Area
- Bergen Street

0 0.0375 0.075 0.15 Miles



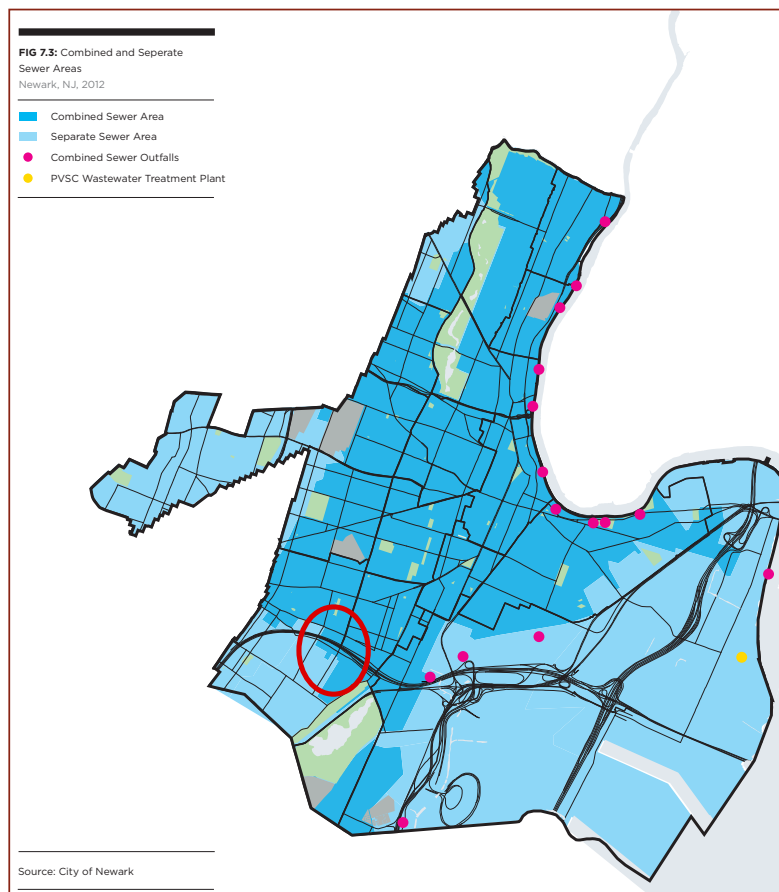
Sources: Newark Master Plan 2012, NJDOT, NJGIN (2013 draft parcels)

## Parks and Stormwater Control

The City of Newark, like many older cities in the US, has a wastewater system that combines stormwater and sewerage into a single piping system. The conveyance capacity of such systems is often overwhelmed during heavy rain events. In Newark, the resulting Combined Sewer Overflows are diverted and discharged Passaic River and Newark Bay, introducing waterborne contaminants into these surface waters. The City is pursuing a number of strategies for mitigating stormwater runoff, including the use of green infrastructure to intercept stormwater before it enters the combined sewer. Green infrastructure techniques such as rain gardens and bio-swales involve the installation of vegetation and planted areas, integrating naturally with landscaped spaces such as parks.

Combined sewers are mainly limited to the northern portion of the Bergen Street study area above I-78. Smaller, isolated city-owned lots in this section of Bergen Street are well-suited for the installation of green infrastructure that will absorb stormwater runoff. These lots can double as passive parks if benches and other park elements are installed in conjunction with green infrastructure plantings.

It should be noted that the City of Newark, Passaic Valley Sewage Commission, and other combined sewer overflow permittee municipalities within the region are developing a Long Term Control Plan to address the combined sewer issue over the next 30 years. Additionally, an updated Municipal Separate Storm Sewer System Permit is forthcoming that will include stormwater elements. The green infrastructure techniques advanced by this plan seek to support and advance the goals of these larger regional stormwater planning processes.







## RELATIONSHIP TO OTHER PLANS

South Bergen Street Redevelopment Plan

### CITY OF NEWARK MASTER PLAN

The City of Newark adopted its current Master Plan in September of 2012. The guiding vision set forth in the Master Plan is for Newark to “set a national standard for urban transformation that considers and is based on the three pillars of sustainability – economy, equity, and environment.” The South Bergen Street Redevelopment Plan is consistent with the following goals and objectives of the City’s Master Plan:

#### General

- Provide current and future residents with a range of job and business opportunities that contribute to Newark’s economic growth, support work-life satisfaction, and promote long-term household prosperity.
  - Sector-based focus on job growth: Newark retains its position as the state’s largest employment center by creating at least 25,000 new jobs. Job growth areas include: seaport and airport support services and operations; transportation, logistics, and distribution; healthcare and life sciences; business and financial services; advanced manufacturing and industrial support; arts, entertainment, and retail services; and education.
- Leverage growth to create visible and self-sustaining improvements in Newark’s neighborhoods, support tight-knit community life, and promote human health, development, and well-being.
  - Newark has a diversity of high quality housing options for all stages of life and lifestyles, and which accommodate a range of needs and desires. Newark’s housing options take advantage of its neighborhoods, downtown, and the riverfront, as well as access to retail, recreation, and transportation.
  - Newark is a national leader in crime reduction. New design standards for streetscapes and lighting, combined with significant new investments in sidewalks, major public gathering spaces, and along major pedestrian corridors, lead to improved safety and visibility throughout the city.
- Programs and partnerships to forestall home mortgage foreclosures continue to keep owners and tenants in their homes. In areas with high concentrations of vacant and abandoned properties, infill development and rehabilitation help stabilize neighborhoods, while providing middle class and working families with more housing options.
- Newark promotes active, healthy lifestyles with improved access to quality open space and recreational opportunities, streets that safely accommodate all users (including pedestrians, bikes, and buses), healthy food options, and cleaner air.
- Newark capitalizes on existing historic and cultural assets in neighborhoods to create new and improve existing public spaces, facilities, and districts.
- Become a “city of choice” where a diverse range of people will want to live, work, learn, and play by improving environmental quality and connecting Newark and the region to broad commercial, educational, cultural, and social possibilities.

#### Urban Design

- Support and expand existing nodes of commercial activity on major City corridors by focusing new develop in these areas.
- Promote economic growth and job opportunities for Newark residents.
- Create vibrant, safe, and engaging pedestrian environments.
- Promote safety and healthy living in the built environment.
- Develop active and comfortable neighborhood streets.
- Reinforce community and recreational facilities as centers of neighborhood life.

- Promote walkable neighborhoods with convenient connections to shopping and safe connections to schools and transit.
- Promote a high quality public realm by addressing visual gaps in the built environment.
- Increase the amount of neighborhood open space through the redevelopment of vacant lots as small parks, community gardens, and playgrounds.

## Neighborhoods

- Upper Clinton Hill and Lower Clinton Hill
  - Continue to address abandoned properties and foreclosures through aggressive property rehabilitation, foreclosure prevention, and marketing of the neighborhood to future renters and buyers.
  - Facilitate the development and implementation of improved connectivity and safety for pedestrians and cyclists.
- Weequahic
  - Encourage mixed-use development on Bergen Street to support its role as a neighborhood-service commercial corridor.
  - Support the restoration of historic homes and the rehabilitation of abandoned and under-maintained residential properties

## RELATIONSHIP TO MASTER PLANS OF CONTIGUOUS MUNICIPALITIES

The Redevelopment Plan is substantially consistent with the Master Plans of adjacent Municipalities. In the area of Bergen Street, Newark is adjacent to Irvington Township and Hillside Township.

### Irvington

Irvington is located to the west of Newark, bordering Newark's Upper Clinton Hill and Weequahic neighborhoods. The portion of Irvington bordering Newark's neighborhoods is industrial in the south and residential in the north. Irvington's

most recent Master Plan dates to April 2002, a reexamination of which was performed in 2009. The Irvington Master Plan ties itself to Newark, stating that the Township "has been making a concerted effort to take advantage of the upswing in the Newark economy to bolster Irvington's business climate, attract entrepreneurs, stabilize the real estate market, and build a better quality of life for residents (p. 1)." Stimulated economic activity in the South Bergen Street Redevelopment Area would continue the trend of economic upswing in Newark from which Irvington derives benefit.

Along Newark's western edge from the Union County line to Clinton Avenue, Irvington's industrial zoning designations are incompatible Newark's Future Land Use Plan, which provides for residential uses near the Irvington border. The 2009 reexamination incorporated a Redevelopment Plan for the Coit Street Industrial Area meant to foster job growth, business opportunities, and improved quality of life in that location. Redevelopment in this eastern portion of Irvington and the Clinton Hill neighborhood in Newark will complement one another.

### Hillside

Hillside Township is located to the south of Newark, bordering Newark's Weequahic neighborhood. The portion of Hillside bordering Weequahic in the vicinity of Bergen Street are residential to the west and industrial in the eastern corner near Route 22. Nothing in the Township's 2009 Zoning Map conflicts with the residential and retail uses proposed for the Bergen Street Redevelopment Area.



### RELATIONSHIP TO THE ESSEX COUNTY MASTER PLAN

As stated in Newark's 2012 Master Plan, "The Essex County Comprehensive Master Plan calls for Newark to "remain a dense center of activity" for banking, marketing, manufacturing, and commercial activities...With regard to housing, the Plan calls for infill development and the improvement of substandard dwelling units, and it recommends that adequate open space be provided around housing." This Redevelopment Plan furthers those goals by promoting the creation of housing, opening the district to an expanded array of economic activities, and promoting additional open space areas and community facilities.

### STATE DEVELOPMENT AND REDEVELOPMENT PLAN (SDRP)

In 2001, the State Planning Commission adopted the State Development and Redevelopment Plan (SDRP). The SDRP is a document that, while not binding, guides State-level development and redevelopment policy as well as local and regional planning efforts. Eight statewide goals are articulated in the Plan, along with dozens of corresponding implantation policies. The goals are as follows:

1. Revitalize the State's cities and towns.
2. Conserve the State's natural resources and systems.
3. Promote beneficial economic growth, development and renewal for all New Jersey residents.
4. Protect the environment, prevent and clean up pollution.
5. Provide adequate public facilities and services at a reasonable cost.
6. Provide adequate housing at a reasonable cost.
7. Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.
8. Ensure sound and integrated planning and implementation statewide.

This Plan meets stated goals 1, 3 and 6 of the SDRP.

- An intended purpose of this Plan is to revitalize properties on Bergen Street from their present vacant or underutilized condition to an actively utilized, productive site.
- This Redevelopment Plan promotes beneficial economic growth for residents along the Bergen Street corridor.
- The plan seeks to expand the types of housing and densities that can be provided along Bergen Street, including a provision for set-asides for affordable housing.

The SDRP also includes a State Plan Policy Map, which divides the state into regions known as Planning Areas. The Bergen Street Redevelopment Area is located in the Metropolitan Planning Area (PA-1), which is characterized by intensive existing development and is the target for redevelopment efforts. The goals for PA-1 include the following:

1. Provide for much of the state's future redevelopment.
2. Revitalize cities and towns.
3. Promote growth in compact forms.
4. Stabilize older suburbs.
5. Redesign areas of sprawl.
6. Protect the character of existing stable communities.

This Plan meets stated goals 1, 2, and 3 for Planning Area 1.

- The Redevelopment Plan intends to establish commercial and residential development.
- The Plan seeks to revitalize the Bergen Street corridor with active and vibrant neighborhood commercial and residential uses. The Plan promotes compact growth by fostering nodes of commercial activity and higher density residential development.

This Plan also furthers the following stated policies for Planning Area 1:

- Promote redevelopment and development in Cores and neighborhood of Centers.
- Promote a diversification of land uses.

- Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse.
- Promote economic development by encouraging strategic land assembly, site preparation and infill development.
- Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure.
- Promote design that enhances public safety, encourages pedestrian activity and reduces depend on the automobile.

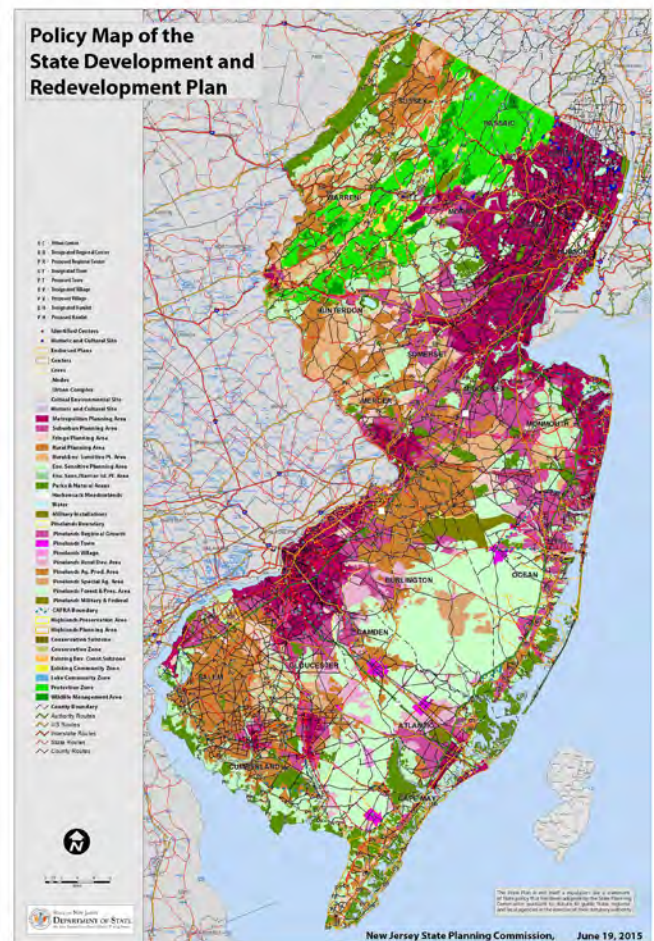
In addition, Newark is also one of eight Urban Centers identified in the SDRP. As stated in the Plan, Centers are the State Plan's preferred locations for accommodating growth. The South Bergen Street Redevelopment Plan advanced many of the SDRP's general policies for centers, including:

- Policy 14: Design neighborhoods with a distinct identity as the fundamental building block of Centers.
- Policy 15: Design streets and blocks to:
  - Establish a comfortable pedestrian environment;
  - Function as high-quality public spaces as well as means of circulation;
  - Balance the needs of different transportation modes;
  - Maximize the use of traffic calming and traditional traffic control devices; and
  - Maximize the sense of enclosure, using continuity of building walls and appropriate building height-to-street-width ratios to reinforce street space.
- Policy 17: Encourage quality streetscape treatments that adequately reflect public commitment to the community and its built environment.
- Policy 18: Encourage neighborhoods that integrate both large and small buildings and facilities.

## State Strategic Plan

The final draft of the State Strategic Plan was last released in 2011. While the State Strategic Plan has not been officially adopted, and the SDRP is still the official State Plan, it is still prudent to review the relationship between this Plan and the State Strategic Plan Draft. This Plan meets the following goals of the State Strategic Plan:

- Garden State Value #1: Concentrate development and mix uses.
- Garden State Value #2: Prioritize Redevelopment, infill, and existing infrastructure.
- Garden State Value #3: Increase job and business opportunities in priority growth investment areas.
- Garden State Value #4: Create High-Quality, Livable Places.
- Garden State Value #7: Diversify Housing Options.





# ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

South Bergen Street Redevelopment Plan



## ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

### Review Process

The review process for all redevelopment projects shall consist of the following steps:

- **Negotiation of Redeveloper Agreement:** The City of Newark shall be responsible for negotiating the terms and conditions of each redeveloper agreement by which specific entities are authorized to undertake redevelopment activities in accordance with the Plan. As part of such negotiations, the City shall review the conceptual project plans submitted by the proposed redeveloper and shall be authorized to include within the redeveloper agreement descriptions of such projects in sufficient detail to govern that which the redeveloper is authorized to construct including exceptions from design standards.
- **Planning Board Review:** Any project within the redevelopment Area that requires subdivision or site plan review shall comply with any and all standards contained in the Newark Zoning and Land Use Regulations. The standards and requirements contained in this plan shall supersede the Zoning and Land Use Regulations located at Title 41 of the Municipal Code of the City of Newark. Any zoning or design standards in Title 41 that are not addressed in this plan shall apply to development within the Area.

### Redevelopment Entity

The City of Newark is the redevelopment entity, and shall have sole authority to negotiate the terms of redeveloper agreements and exercise the powers enumerated herein.

### Duration of the Redevelopment Plan

The Redevelopment Plan, shall be in full force and effect for a period of thirty (30) years from the date of approval of this Plan by the Municipal Council of the City of Newark.

### Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the City of Newark may amend, revise or modify this Redevelopment Plan, as circumstances may make such changes appropriate.

### Property to be Acquired

This Redevelopment Plan authorizes, but does not require, the City of Newark to exercise its condemnation powers on all properties that have been designated as “in need of redevelopment”, to acquire property or to eliminate any restrictive covenants, easements or similar property interests which may undermine the implementation of the Plan.

The City prefers to work collaboratively with property owners and developers within the Area to effectuate the Redevelopment Plan. However, it reserves the ability to pursue the condemnation process as a method of last resort should it be necessary to advance the goals of the Redevelopment Plan.

### Relocation

It is anticipated that the designated redevelopers will address any relocation needs that could arise should any property be acquired through the use of the condemnation powers. The City of Newark will provide all displaced tenants and landowners with the appropriate relocation assistance, pursuant to applicable State and Federal law, should relocation be necessary. Such assistance will be provided through an appropriately designated office which will assist in any relocation of persons, businesses or other entities. The local housing market within the City and in neighboring communities, contains an ample supply of comparable replacement housing to absorb any residents who may be displaced by the redevelopment process. Further, Newark and the surrounding area contains sufficient land and buildings that would be appropriate for relocation of existing businesses from the Redevelopment Area. If relocation is not directly caused by the Redevelopment Plan, the City of Newark assumes no responsibility for relocation of people and businesses.

## Affordable Housing Units

### Existing Units to be Removed

No affordable units are identified to be removed as part of the implementation of the Redevelopment Plan. Therefore, no plan for the provision of comparable units is required.

## Provision of New Affordable Housing Units

Redevelopment plans are permitted to require the provision of affordable housing units per the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-7.b).

All market rate multi-family residential developments consisting of more than ten (10) units within the redevelopment area will be required to include a twenty (20%) percent set-aside for affordable housing units. These units shall be affordable for households qualifying as moderate-income (making 50 percent or less of Area Median Income), for a period of thirty (30) years. Affordability controls will be provided per the requirements of the Uniform Housing Affordability Controls (UHAC) mandated by the State of New Jersey Department of Community Affairs.

## Conveyance of Land

The City of Newark may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to the restrictions, controls and requirements of this Redevelopment Plan, all or any portion of the land within the Redevelopment Area which becomes available to disposal by the City as a result of public action under this Plan. The City reserves the right to formulate an agreement under any of the above-referenced arrangements and to enforce resale covenants.



## APPENDIX A

RESOLUTION NO. 7R3-B





# Resolution of the City of Newark, N.J.

NO. 7R3-BDate of Adoption FEB 17 2016

## Title Page

**Dept/ Agency:** Economic & Housing Development

**Action:** ( ) Ratifying (X) Authorizing ( ) Amending

**Type of Service:** Declaring an Area in Need of Redevelopment

**Purpose:** Designating the below-listed Blocks and Lots as a Condemnation Redevelopment Area. (South Ward)

**List of Property:**

(Address/Block/Lot/Ward)

	BLOCK	LOT	Property Address
1.	2685	1	616 Bergen St
2.	2685	3	612 Bergen St
3.	2685	39	642 Bergen St
4.	2685	40	640 Bergen St
5.	2685	43	630-634 Bergen St
6.	2685	46	622-628 Bergen St
7.	2688	34	716 Bergen St
8.	2688	35	714 Bergen St
9.	2688	36	712 Bergen St
10.	2688	37	710 Bergen St
11.	2688	39	706 Bergen St
12.	2688	48	686-688 Bergen St
13.	2687	7	673 Bergen St
14.	2687	12	683-685 Bergen St
15.	2707	30	772 Bergen St
16.	2707	31	770 Bergen St
17.	2707	32	768 Bergen St
18.	2707	40	752 Bergen St
19.	2707	41	750 Bergen St
20.	2707	42	746-748 Bergen St
21.	2707	46	740 Bergen St
22.	2707	47	738 Bergen St
23.	2707	48	736 Bergen St
24.	2707	49	734 Bergen St
25.	2707	50	732 Bergen St
26.	2707	54	720-722 Bergen St
27.	2708	6	727 Bergen St
28.	2708	10	735 Bergen St
29.	2712	29	798-800 Bergen St
30.	2712	35	788 Bergen St
31.	2712	36	786 Bergen St
32.	2712	37	784 Bergen St
33.	2712	39	780 Bergen St
34.	2711	1	775 Bergen St

Approved as to Form and Legality on Basis of Facts Set Forth

Factual contents certified by

\_\_\_\_\_  
Corporation Counsel

\_\_\_\_\_  
Title

Council Member \_\_\_\_\_ presents the following Resolution:

No. 7R3-BDate FEB 17 2016

35.	2711	3	779-781 Bergen St
36.	2711	6	783 Bergen St
37.	2711	7	785 Bergen St
38.	2711	8	787-791 Bergen St
39.	2711	11	793 Bergen St
40.	2711	12	795 Bergen St
41.	2711	13	797 Bergen St
42.	2711	14	799 Bergen St
43.	2711	18	807 Bergen St
44.	2711	19	809 Bergen St
45.	3589	32	206 Hawthorne Ave
46.	3589	33	204 Hawthorne Ave
47.	3590	27	220 Hawthorne Ave
48.	3590	28	218 Hawthorne Ave
49.	3590	29	216 Hawthorne Ave
50.	3590	31	823 Bergen St
51.	3590	33	827-829 Bergen St
52.	3590	35	831-833 Bergen St
53.	3590	37	835 Bergen St
54.	3590	38	837-839 Bergen St
55.	3590	40.01	841-843 Bergen St
56.	3590	40.02	845 Bergen St
57.	3586	15	914 Bergen St
58.	3586	17	910 Bergen St
59.	3586	20	904 Bergen St
60.	3586	22	900 Bergen St
61.	3593	16	913-915 Bergen St
62.	3593	17	917 Bergen St
63.	3667	5	949-951 Bergen St
64.	3667	7	947 Bergen St
65.	3659	2	1074-1078 Bergen St

**Additional Information:**

Resolution 7R3-a(S) adopted January 13, 2015 authorized and directed the Central Planning Board to conduct a preliminary investigation

# Resolution of the City of Newark, N.J.

NO. 7R3-BDate of Adoption FEB 17 2016

Approved as to Form and Legality on Basis of Facts Set Forth

Factual contents certified by

Corporation Counsel

Title

Council Member Tames presents the following Resolution:

**WHEREAS**, the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. ("Redevelopment Law"), authorizes municipalities to determine whether certain parcels of land located therein constitute areas in need of redevelopment; and

**WHEREAS**, on January 13, 2015, the Municipal Council of the City of Newark ("Municipal Council") adopted Resolution 7R3-a(S) authorizing and directing the Central Planning Board of the City of Newark ("Central Planning Board") to conduct a preliminary investigation to determine whether certain properties, identified as:

	BLOCK	LOT	Property Address
1.	2685	1	616 Bergen St
2.	2685	3	612 Bergen St
3.	2685	39	642 Bergen St
4.	2685	40	640 Bergen St
5.	2685	43	630-634 Bergen St
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31.	2712	36	786 Bergen St
32.	2712	37	784 Bergen St
33.	2712	39	780 Bergen St
34.	2711	1	775 Bergen St
35.	2711	2	777 Bergen St
36.	2711	3	779-781 Bergen St
37.	2711	6	783 Bergen St
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No. 7R3-BDate FEB 17 2016

43.	2711	14	799 Bergen St
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58.	3586	15	914 Bergen St
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64.	3667	5	949-951 Bergen St
65.	3667	7	947 Bergen St
66.	3659	2	1074-1078 Bergen St

or any portions thereof ("Study Area"), meet the criteria set forth in the Redevelopment Law and should be designated as a Condemnation Redevelopment Area, as defined by the Redevelopment Law; and

**WHEREAS**, the Central Planning Board conducted a preliminary investigation of the Study Area to determine whether the Study Area should be designated as an Area in need of Redevelopment in accordance with the criteria and procedures set forth in N.J.S.A. 40A:12A-5 and 40A:12A-6; and

**WHEREAS**, a public hearing was conducted by the Central Planning Board on November 23, 2015, with notice having been properly given pursuant to N.J.S.A. 40A:12A-6(b)(3); and

**WHEREAS**, after completing its investigation and public hearing on this matter, the Central Planning Board concluded that there was sufficient credible evidence to support findings that satisfy the criteria set forth in the Redevelopment Law, particularly at N.J.S.A. 40A:12A-5 et seq., for designating the Study Area as an Area in need of Redevelopment; and

**WHEREAS**, in accordance with the Redevelopment Law and as memorialized by Resolution, dated November 23, 2015, the Central Planning Board recommended to the Municipal Council that the Study Area be designated as an Area in Need of Redevelopment; and

**WHEREAS**, in accordance with the Redevelopment Law and as memorialized by the Amending Resolution, dated January 11, 2016, the Central Planning Board amended the Resolution dated November 23, 2015 and removed Block 2711, Lot 2 of the Study Area; and

**WHEREAS**, the Municipal Council has reviewed the recommendation of the Central Planning Board and wishes to designate the Study Area as a Condemnation Redevelopment Area pursuant to the Redevelopment Law; and

**WHEREAS**, the designation of the Study Area as a Condemnation Redevelopment Area shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area, including the power of eminent domain; and

No. 7R3-BDate FEB 17 2016

**WHEREAS**, in order to effectuate the Municipal Council's designation of the Study Area as a Condemnation Redevelopment Area, the adoption of a Redevelopment Plan by the Municipal Council by Ordinance is required pursuant to N.J.S.A. 40A:12A-7; and

**WHEREAS**, the Municipal Council desires to direct the Central Planning Board to prepare a Redevelopment Plan and transmit the proposed Plan to the Municipal Council for its consideration upon completion of the Central Planning Board's review.

**NOW, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE CITY OF NEWARK, NEW JERSEY, THAT:**

1. The Municipal Council of the City of Newark, State of New Jersey has reviewed the recommendation of the Central Planning Board of the City of Newark and finds that:

	BLOCK	LOT	Property Address
1.	2685	1	616 Bergen St
2.	2685	3	612 Bergen St
3.	2685	39	642 Bergen St
4.	2685	40	640 Bergen St
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No. 7R3-BDate FEB 17 2016

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65.	3659	2	1074-1078 Bergen St

as shown on the official tax map of the City of Newark (the "Property") qualifies as an Area in Need of Redevelopment pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

2. The Property is hereby designated as a Condemnation Redevelopment Area in accordance with the relevant provisions of N.J.S.A. 40A:12A-1, et seq.

3. The designation of the Property as a Condemnation Redevelopment Area shall authorize the City to exercise the power of eminent domain to acquire any property in the Study Area.

5. That within ten (10) days of the Municipal Council's adoption of the within Resolution, the City Clerk of the City of Newark shall serve notice of the Municipal Council's determination and the within Resolution upon all record owners of property within the Condemnation Redevelopment Area, those whose names are listed on the Tax Assessor's records, and upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which notice of the determination and Resolution may be sent and upon the Commissioner of the New Jersey Department of Community Affairs.

6. The Central Planning Board is hereby directed to create and transmit a Redevelopment Plan and Report to the Municipal Council pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. The Central Planning Board's report shall include an identification of any provisions in the proposed Redevelopment Plan which are inconsistent with the Master Plan and recommendations concerning these inconsistencies and any other matters as the Planning Board deems appropriate.

7. This Resolution shall take effect immediately.

### STATEMENT

This resolution authorizes the Municipal Council to designate:

	BLOCK	LOT	Property Address
1.	2685	1	616 Bergen St
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3.	2685	39	642 Bergen St
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7R3-B

FEB 17 2016

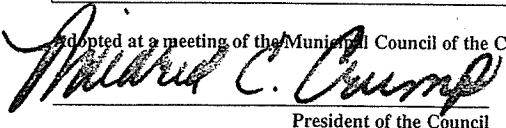
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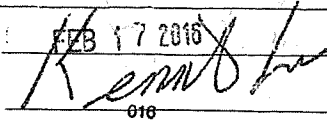
as a Condemnation Redevelopment Area (South Ward) and further directs the Central Planning Board to create and transmit a Redevelopment Plan and Report to the Municipal Council pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

CERTIFIED TO BY ME THIS  
FEB 19 2016

Do not use space below this line

RECORD OF COUNCIL VOTE ON FINAL PASSAGE														
Council Member	AYE	NAY	NV	AB	Council Member	AYE	NAY	NV	AB	Council Member	AYE	NAY	NV	AB
Amador, Vice Pres.	✓				Chaneyfield Jenkins	✓				Quintana	✓			
Gonzalez				✓	McCallum, Jr.	✓				Ramos, Jr.	✓			
James	✓				Osborne	✓				Crumpp, President	✓			
✓ Indicates Vote					AB - Absent					NV - Not Voting				

Adopted at a meeting of the Municipal Council of the City of Newark, N.J.,  
  
 President of the Council

FEB 17 2016  
  
 016  
 15-2436  
 City Clerk